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BALTIMORE, DECEMBER 25, 1896.

Increased Exports from Southern Ports.

The Manufacturers' Record is enabled to present a statement showing the total value of exports from all Southern ports for the ten months ending October 31, 1896, as compared with the corresponding period of 1895. The value of exports by ports was as follows:

	Ten mos. ending Oct., 1895.	Ten mos. ending Oct., 1896.
Baltimore, Md.....	\$48,740,889	\$64,245,060
Beaufort, S. C.....	3,018,608	2,683,105
Brunswick, Ga.....	3,453,258	3,680,461
Charleston, S. C.....	7,038,041	6,228,687
Fernandina, Fla.....	1,313,927	1,203,430
Georgetown, S. C.....	4,829	7,182
Newport News, Va.....	11,431,605	14,559,275
Norfolk and Ports- mouth, Va.....	5,264,937	8,039,936
Pamlico, N. C.....	2,815	2,455
Richmond, Va.....	707,846
Teche, La.....	2,983
St. Augustine, Fla.....	4,568	4,319
St. John's, Fla.....	82,914	75,194
St. Mary's, Ga.....	20,654	23,408
Savannah, Ga.....	15,700,590	13,718,884
Wilmington, N. C.....	3,121,144	4,879,240
Apalachicola, Fla.....	242,385	211,704
Brazos de Santiago, Texas.....	224,418	260,617
Corpus Christi, Tex.....	2,585,748	4,086,545
Galveston, Texas.....	23,126,263	36,477,144
Key West, Fla.....	919,966	592,221
Mobile, Ala.....	4,589,689	6,223,685
New Orleans, La.....	44,438,832	69,117,768
Padre del Norte, Tex.....	2,641,322	3,465,272
Pearl River, Miss.....	905,253	1,341,536
Pensacola, Fla.....	2,554,886	4,325,946
Saltwater, Texas.....	1,230,742	1,332,943
Tampa, Fla.....	977,544	606,703

\$184,347,746 \$247,892,720

These figures show a gain of \$63,000,000 in the value of exports from Southern ports during the first ten months of the year, or about 33 per cent. The total value of exports from the entire country for the ten months of 1896 was \$779,588,432, against \$645,018,438 for the corresponding period of 1895, the increase being \$134,000,000, or a gain of a little over 20 per cent., against a gain of 33 per cent. from Southern ports.

This increase in trade from Southern ports has been growing at an accelerating rate during the last few months. This is clearly brought out in the statement of exports for October. The total value of exports for October, 1896, from Southern ports was \$49,250,879, against \$31,497,962 last year, a gain of \$18,000,000, while the increase in October exports from the entire country was only \$26,000,000. Thus from Southern ports there was a gain for the month of \$18,-

000,000, against a gain from all other United States ports of only \$8,000,000. The most remarkable gains were made by Galveston and New Orleans, the increase from the former port for the month having been nearly \$7,000,000, and from the latter \$8,000,000, in both cases the increase for the month having been largely over 100 per cent. Comparing the value of exports for the ten months of 1896 and 1895, the gains at leading ports were as follows: Newport News, \$3,100,000; Norfolk, \$2,800,000; Wilmington, \$1,700,000; Corpus Christi, \$1,500,000; Galveston, \$13,300,000; Mobile, \$1,700,000; New Orleans, \$25,000,000; Baltimore, \$16,000,000; Pensacola, \$1,800,000.

These statistics strikingly emphasize the statements that have recently been made in the Manufacturers' Record, pointing out the remarkable progress in the foreign trade of Southern ports. They give some indication of what may be anticipated in the future.

Louisville Sets a Good Example Looking to Industrial Development.

The Manufacturers' Record has constantly impressed upon its Southern readers the importance of taking active steps looking to the location of manufacturing enterprises in the various communities interested in industrial development. The work along this line of towns and cities in Pennsylvania and other Eastern and Middle States has been given as an illustration of what these old-established communities find it profitable to do in order to advance manufacturing interests. Louisville, Ky., with an enterprise that does credit to its people, has taken the lead, so far as the South is concerned, in a very active movement in this direction. Under the auspices of the Commercial Club and the Real Estate Exchange, efforts are being made to enlist the co-operation of the leading business men of the city, as well as all large property-owners, in a movement to secure free sites for factories and material aid when necessary and justified. A circular letter, signed by the president of the Real Estate Exchange, the president of the Commercial Club and many of the foremost business men of Louisville, is being distributed, in which it is stated that they are not only in favor of securing more industrial enterprises, but that they pledge themselves to do all in their power to get them. In connection with this, local owners of acreage property adjacent to the city are joining in the movement and offering liberal donations of unimproved land as sites for factories. These land-owners recognize the fact that the location of manufacturing enterprises will greatly increase the prosperity of the community and sufficiently enhance the value of their other properties to more than recoup them for that which they are offering as donations to factories.

Illustrations of the spirit of enter-

prise displayed by these owners are shown in the fact that Miller & Bohannon offer twenty acres, valued at \$12,000, located on the line of the Illinois Central Railroad and one mile from the city limits; five acres, valued at \$5000, one-quarter of a mile from the city limits; ten acres, valued at \$10,000, and thirty acres, valued at \$3000; W. W. Davless & Co. offer ten acres, valued at \$5000, and a cash bonus of \$2000; S. S. Hite owns 375 feet at one point, and offers to donate 300 feet of it, valued at \$7500; Kice & Co. offer ten acres, valued at \$5000; John A. Stratton & Co., an aggregate of 100 acres, made up of various tracts in different parts of the city, with railroad frontage, having an aggregate value of \$75,000; the Vance Land Co., an aggregate of property, with railroad frontage, of \$50,000; John Drescher, two acres, valued at \$8000; S. S. Meddis Co., fifteen acres, quoted at \$2000 an acre, or \$30,000, and the Standard Land Co., five acres, reported at \$7500. The aggregate of free land in and immediately adjacent to Louisville thus offered as sites for factories figures up \$220,000.

In view of the fact that this movement is of recent origin, and that the interest is increasing from day to day, this great total shows the enterprise of the people of Louisville and the vim and determination with which they have taken hold of the development of their industrial interests. The spirit thus inaugurated by Louisville, if it can be made to pervade the whole South, will start an industrial activity that will give life and prosperity to many communities that are now suffering because of the lack of manufacturing enterprises. When rich and prosperous communities in Pennsylvania and the Eastern States, where manufacturing has been the foundation of business interests for generations, find it necessary to organize improvement companies and trade organizations, whose whole aim is to develop manufactures, how much more important is it that the South, with its unlimited natural resources, but limited development, should be up and doing? This does not in any way indicate any tendency to real-estate booming. It is simply a legitimate business operation, absolutely essential to bring about active industrial advancement, and it is the one method that is being generally adopted by the most conservative towns and cities in the most conservative sections of the East.

Opposed to Interference in Cuban Affairs.

At a special meeting of the Baltimore Board of Trade, called to consider the Cuban question, the following resolutions were passed:

Resolved by the Board of Trade of Baltimore, in special session, That we greatly deplore the action of the Senate committee on foreign relations in agreeing to report favorably a joint resolution "to recognize the independence of the republic of Cuba."

Second—That we believe, in view of the condition now existing in Cuba as reported

from all sources, that such action is very ill-timed and hasty, and calculated, if approved by Congress, to greatly embarrass. If not actually sever, the peaceful relations now existing between Spain and our own country, and, as a natural consequence, to seriously damage all of our commercial and financial interests already suffering from serious depression.

Third—That the Senators and Representatives from this State be and hereby are earnestly requested to oppose the passage of said resolution.

Fourth—That the purport of these resolutions be promptly telegraphed to our Senators and a copy duly mailed to each member of the House and Senate and to the several boards of trade.

The Manufacturers' Record is in receipt of many letters from leading manufacturers all over the country, in which reference is made to Cuban affairs, and without exception they all take strong ground against any action on the part of Congress likely to lead to war with Spain. In many instances the Cuban question is said to be the only thing calculated to retard the tendency to general business improvement.

The Battleship Texas.

The Secretary of the Navy has made public the findings of the court of inquiry upon the battleship Texas, and the substance of it is that the vessel has suffered no more accidents than any other vessel of her class in the navy, but that, for some reason, these accidents have been very industriously exploited and magnified.

The Secretary is evidently very much displeased with the way in which the enemies of this particular battleship have vented their spleen, and has taken such drastic measures as will prevent naval officers, at least, from indulging in "malicious and surreptitious attacks" inspired by some feeling or interest not understood by the general public.

There was sharp competition in the offering of plans for the Texas, and there appears to have been and still to be great antagonism to the naval yard at which the vessel was constructed. The ship-builders who have yards located elsewhere may have thought it to be to their interest to discredit any effort by the government to build war vessels at its own yard, and the American architects, whose plans were turned down in favor of those of foreign competitors, may have felt similarly disposed, or it may be that there was some other underlying purpose in the warfare on the battleship Texas. But whatever the motive, the reckless and unadvised newspaper paragraphs have lent the aid of their sharp satire, just for the fun of it, until the public had come to despise what an unprejudiced naval officer declares the finest fighter in the navy.

The finding of the court of inquiry may put an end to the criticisms and detractions.—Galveston Tribune.

The press was deceived regarding the Texas, and it in turn deceived the people, and at the same time did a great but unintentional injury to the ship-building interests of the country, as the articles published were used abroad as evidence that good ships could not be built on this side of the Atlantic, and the result was that China and Japan, which are now building navies, placed contracts for ships of war with English and German firms.—New Orleans States.

These facts only illustrate the reckless way in which much of the matter published in daily papers is prepared. Any man who watched the course of dispatches on the Texas will have cause to doubt the sense or honesty of many newspaper writers. Back of the fight on the Texas there must have been

some inspiring motive to prompt the tireless energy of misrepresentation. No sane managing editor who is fit to be an editor could fail to see this. The same fight may be expected whenever the battleships now building at Newport News are launched. Intentional misrepresentation for special purposes can be traced out in many cases if a little care is exercised. A leading railroad president was recently so struck with some very unfair letters about the South published in Western papers that he had an investigation made and became convinced that the author of the letters was paid to go South and write against it in order to head off the movement of immigration. Replies to these letters, written by Western men who had settled in the South, and who desired to refute the statements about their adopted country, were refused space in these papers. This railroad official, after fully studying the whole subject, is convinced that nearly all special articles and letters derogatory to the South published in Northern and Western papers are paid for by people interested in stopping the southward tendency of population. Much of this kind of work may be expected as Southern interests, agricultural and industrial, continue to attract increased attention.

What Others Say.

Baltimore, Md., December 21.

Editor Manufacturers' Record:

For sometime past I have been a constant reader of your newsy publication, the *Manufacturers' Record*, and it is with much pleasure I have noticed the wonderful advancement it has made.

In your edition of December 18 I notice a letter from the Seaboard Air Line in regard to a special supplement to your paper to be distributed by them. This must certainly prove a very interesting copy, and every live business man of the South (especially those in the districts covered by the Seaboard Air Line) should take advantage of this edition and be represented therein, as it will certainly be a great advertising medium.

I am thoroughly convinced that the South is the coming country. The West, with its blizzards, cyclones, etc., has had its day, and people generally are coming to realize the great advantages offered by the South, and I believe it is only a question of time as to the South becoming the most prosperous part of this country, and the *Manufacturers' Record* certainly deserves a great deal of credit for the wonderful advancement the South has made, as it has done much to bring this revival about. Keep the good cause going, and in the near future we shall see the result.

I think that every man interested in the South should realize what a wonderful work the *Manufacturers' Record* has accomplished, and should show his gratitude by supporting this worthy paper in its cause, either by subscribing or advertising, thereby keeping up with the progress of the South, and the business men who advertise will find it much to their interest, for it will bring them in correspondence with new customers in new fields.

Wishing you further success, I am,

Yours very truly,

R. FOWLER MILLER.

The D. M. Steward Manufacturing Co., of Chattanooga, Tenn., continues to export large quantities of slate pencils, its last shipment being one of 72,000, which were shipped last week to Edinburgh, Scotland. An order received from New York last week was for 500 dozen of the company's special gas-burners.

Some Timely Thoughts About Banking Affairs.

John L. Williams & Sons,
Bankers,

Richmond, Va., December 11.

Editor Manufacturers' Record:

The late presidential election seemed to be a contest between the discontented on the one hand, impatient for relief, and the satisfied on the other, supplemented by multitudes who were full of complaints, but preferred to wait for wise and judicious cure of their ills. The conservative element determined the result.

The Chicago declaration was a rough, riotous and passionate parade of grievances and a demand for instant help; and all old and new malcontents naturally gathered with it. The presidential candidate became the champion and representative of every phase of popular complaint, and went forth on his canvass, arousing the animosity of the people, kindling the fiercest feelings of the unlucky against the lucky, of class against class, disturbing all that was established in our civil and financial institutions, and generally, "to set things right."

Thousands desired reform as much as he did, but utterly repudiated his doctrines and his methods. In his defeat anarchy and incendiarism have been for a time quelled. But the troubles that caused the popular fever and made way for such a champion remain, and must be removed.

While the world stands the poor will complain of the rich; and the unequal distribution of the gifts of Providence will be a hard thing to understand. But laws, principles, methods and institutions that produce and perpetuate injustice and inequality can and must be modified or displaced. All nature is arrayed against them. Equal rights, equal privileges and free distribution are the fundamental requirements of stable government. Rewards and blessings must be the attendants of character and diligence, not the favors and bribes of ambition and vice and time-serving. Special and partial laws are against nature and good order, and make for confusion and ultimate disaster.

The late apostle of reform was a fanatic or a lunatic. And his speeches teemed with misrepresentations and heresy. His teachings were class prejudice, discontent and hate, and the necessary consequences of their success would have been anarchy and hopeless chaos. He relieved the pent-up animosity of the people, "blew off" to their satisfaction, and made all conservatives familiar with the dangers that were before them. The possible horrors of his paradise have startled thinking men, and impressed the necessity for immediate active measures for relief.

The evils of monopolies, trusts and class privileges, congressional bribery and special legislation will be cured or outgrown by a healthy public opinion and by the steady advance of American citizenship. Giant forms of empire are inconsistent with popular freedom; combinations have served their purpose and must scatter. If these unnatural swellings are not wisely dissipated, they will be broken by violent social paroxysms.

Our banking system demands immediately experienced, wise and practical readjustment. Our patriotism and wisdom are up for trial. Can we and will we manage finance?

In our physical system general debility and general disorder are very surely assigned to bad "circulation." If circulation is sound and healthy, strength, buoyancy and happiness are a pretty certain consequence. If it is bad, all the natural ills that flesh is heir to follow. Boils and

blains, convulsions and diseases, are nature's protest against breaches of her laws and disregard of natural equity.

Circulation in our bodies and the water on the earth's surface make us valuable suggestions in the study of banking. The blood is our "circulation" in the body, and the water is the "currency" of the earth.

It is worth one's while to notice the analogy, almost identity, in this matter of "circulation," "currency" and "equal distribution."

In our bodies the heart, guarded with bones and sinews, is the centre of life, and the controller and regulator of our blood as well as our subordinate circulation. Our bodies are provided with organs and glands scattered about, which, as centres, secrete the juices necessary for their neighborhood; and circulation is localized, under the general control and vitalization that comes from the centre. The circulation fairly distributed, dropsies and congestions are avoided and general good is accomplished.

Water, which is the earth's currency, which not only fertilizes and sustains life, but makes the ways and channels for the interchange of necessities and comforts and varied valuable things, has its great reservoir, the ocean, and is wisely and equitably distributed for the convenience of nations. And in different quarters, like the body, it has its sources and springs issuing currency to supply natural requirements. Moreover, this currency is localized. Inland seas, lakes and rivers, with their banks and borders, confine the currency to its localities. There are tides over the general surface, but they do not denude one section and inundate another.

The application of these teachings of nature is very obvious. Currency or money, which is the blood of the financial system, and the life of commerce, known commonly as "circulation," must be sound, healthy and reliable; identified with value, either valuable in itself, and immediately redeemable, or convertible into value; live and life-giving, and circulating freely. Like blood and water, it must be more or less localized, and have its organs or banks of issue to supply the commercial and financial necessities and local requirements. A State that only furnishes a weak and unreliable, or debased circulation, is false to business, and produces numberless forms of vice and corruption instead of life. The effectual working in the measure of every part is the condition of healthy growth—the wisdom and philosophy of State's rights.

Local banks of issue are commercial necessities, as mother banks are the great organs of commerce.

Our national banking system was a war measure. It was essentially a plan to force loans from the banks. And the bank tax was a penal compulsion, believed to be unconstitutional, and only allowed as an extreme enactment.

They were primarily made for the North, for a people having abundant money, and to turn that money into the public treasury to supply the sinews of war.

They were not constituted for general purposes of banking to encourage enterprise, to mobilize credit or to supply the necessities of trade or for offices of peace. The government took the people's money and gave its promises to pay in the place of it. The government wiped out the old banking system and took the business in its own hand, while all law was more or less martial. Peace has been restored. And growing and multiplying evils have followed the overstay of war measures and their unnatural restraints. Congestions in the centres and famine of currency in the outer dis-

tricts have been the results; panics at ever-shortening intervals; at least three in five years, and threatening to become chronic. Gambling, bucket shops, chartered shaving shops, perjuries, evasions of law and conscience and frequent panics have disorganized business and reduced our masses to a deplorable condition. The ways of war have superseded legitimate trade. The head is sick and the heart faint. Bad blood, unequal distribution, restricted and faulty banking, mutual devouring, have caused great troubles. And the anger of the people has indicated and marked the source of the troubles.

The South and West have been deprived of banks of issue, the necessities of their situation. Their credit and undeveloped wealth have been dormant and helpless. Their war cry has taken the form of free silver. Free silver is an absurdity and identified with anarchy; it has gone down under an enlightened public opinion. But the want is more local money and freer distribution.

The free-silver cure, as is usual, made all faces gather blackness; the gold cure relieved the popular inebriety. But chronic dissatisfaction is not nice in its forms of expression, and will not be. Unrelieved, its outburst will be destructive.

Had the cry been for free banking, it is a question whether, with all their attendant evils, the populists would not have won; blind madness will come of continued oppression and neglect.

The bond basis was a necessity of the State, not a natural source or support of currency.

Speculation in securities, however safe, is not the true basis or business of banking. Banks must be essentially good. The character and ability of managers, with ample capital, are the true bases of banks of deposit and issue. Character and credit are the soul of banking. Self-respect and honor, not laws and penalties, make honest and healthy business.

All that is exclusive and narrow, temporary and special in our national bank law must be eliminated. It is full of merit, and adjustable to times and places. And the general government will do well to keep the control of the general system.

The outstanding government issues are a running sore and continual reminder of bad legislation. The last dollar of them must be called in, and the people, under wise supervision and regulation, left to manage their own business and look for quietness and assurance in the cultivation and exercise of honesty, "by a frequent recurrence to first principles."

JOHN L. WILLIAMS.

Southwestern Deep-Water Convention

[Special Cor. Manufacturers' Record.]

Fort Smith, Ark., December 18.

The convention which assembled at the "Border City" on the 15th inst., primarily in the interest of an appropriation for deepening the channel of the Arkansas river, developed, under the promptings of such men as Wm. C. Edwards and John V. Moffett, of Kansas, and C. G. Jones, of Oklahoma, into a deep-water movement of national significance. While the assembled delegates from four States and two Territories recognized the deepening of the Arkansas as a matter of momentous importance, they did not lose sight of the immediate value to the people of the central West and South of what may be considered "the main chance" as a means of escaping the payment of double tribute for hauling the export surplus of this region to tide-water. They were wise enough to see that at Port Arthur was to be found a key that would at once unlock the doors of their commercial prison, while in the Arkansas river they saw a lever with

which to overthrow its very foundations.

There were many stirring addresses, whose effect will be to kindle enthusiasm all over the States represented in favor of concerted efforts to save at least a part of the hundred and odd million of dollars now paid by the producers of the region belted by the Arkansas, in freight charges to tidewater over routes just twice too long. Said W. C. Edwards, the distinguished secretary of state of Kansas: "Already envy has been excited in the Eastern seaboard cities by the growing use of Southern outlets. During the past four or five years Congress has given some attention to the demands made for appropriations to make the points on the Gulf of Mexico proper harbors. The city of Galveston has been wonderfully benefited since the great Deep Water Convention held in the city of Denver, Colo., in 1890. I was a delegate in that convention, and have attended several since aiding in this movement of improving our waterways. Already in Western Kansas we have felt the good effects of this Southern market by the increased price paid for our wheat, corn and other commerce, based on prices paid in the eastern part of our State. Now we can command as good price at Wichita or Hutchinson as in the extreme eastern part of our State for all shipments from Gulf points."

"During the week just passed, near Port Arthur, the Southern terminus of the Kansas City, Pittsburg & Gulf Railroad, on Sabine lake, where I spent three days, I witnessed the barks of Norway, Sweden, Germany, England and many other countries awaiting their cargoes from the granaries, stock-yards, coal mines and lumber camps of this central portion of the United States. On the 10th day of this month I counted fourteen such vessels at one time near Port Arthur seeking our trade. When this new system of railroad, the Kansas City, Pittsburg & Gulf, has been fully completed and linked this city with another Gulf point, your future as a commercial centre will be more secure than at any time in the past. All this interest in our Southern waterways has been brought about by just such conventions as we are holding today to give the necessary information to our proper representatives in Congress of our harbor possibilities along the Gulf of Mexico. This convention may do as much for Fort Smith and other Arkansas river cities as has been done for Galveston and other points by meetings already held in awakening the interest which will bring the needed results through our national Congress."

FOR A CHANNEL IN SABINE LAKE.

The following is the memorial adopted by the convention in relation to a channel (which will be in effect a roadstead) in Sabine lake—a work which will be worth many millions of dollars annually to the producers of the region between the Mississippi river and the Rocky mountains:

"To the Senate and House of Representatives of the United States:

"Your memorialist, the Arkansas River Improvement Convention, composed of representatives from the States of Missouri, Kansas, Colorado, Texas and Arkansas, and the Territory of Oklahoma and the Indian Territory, beg to represent, that for the purpose of further enhancing the profits of farming in the great central West and South, by facilitating the transportation of export grain, heavy freights, etc., from the central Southern and Western States, as well as from the territory immediately tributary to the Sabine and Neches rivers, we earnestly request and recommend an appropriation out of the treasury of the United States for the purpose of defray-

ing the expense of cutting a channel 120 feet wide and twenty-six feet deep through Sabine lake, via Port Arthur, from its outlet near the Gulf coast to the mouth of the Neches river, which is now navigable for large ocean steamers."

The economy of this appropriation will be better understood when it is realized that there are now twenty-five feet at mean low tide through the jetties and the pass just south of Port Arthur, and that Port Arthur is the Gulf terminus of the new air-line railway from the centre of the region which now produces America's export food surplus.

The remaining portion of the memorial adopted by the convention, after reciting how, notwithstanding the prevailing depression, the region represented in this convention has made phenomenal progress, declared that the question of transportation to and from the seaboard has become one of vital importance to its future development. Then, after giving a report of United States government engineers showing how an expenditure of \$5,543,370 would insure navigation all the year round from Wichita, Kans., to the mouth of the river, prayed Congress to make the requisite appropriation. A permanent commission was appointed to urge congressional action in conformity with the memorial, of which Hon. C. G. Jones, of Oklahoma City, Oklahoma, is president.

The delegates were entertained after the convention adjourned at a banquet, which, taken altogether, was the most delightful entertainment of the kind which the writer ever remembers ever to have had the pleasure of attending.

So much for the work of the convention. The question now arises, will its work end, as it began, in a meeting, some oratory, some resolutions and a banquet? So far as relates to the improvements Congress was asked to make at Port Arthur, it will not; for there happen to be wide-awake, enterprising men, whose business in life is to keep before this nation and impress upon the public mind the fact that the opening up of an adequate roadstead in Sabine lake (to which, as has been stated, the government has just provided, at a cost of \$2,000,000, a jettied entrance twenty-five feet deep,) is an economic necessity, a practical example of "the greatest good to the greatest number," and therefore a measure that ought to be and will be endorsed by all who are brought to realize its merits. But will the Arkansas river commission, constituted by this convention, proceed in that business-like way necessary to attain the result for which it was created? That this is a question well worth asking, and one well worth the commission's consideration, will be admitted by all who are familiar with the lamentable lack of results which has followed so many conventions, especially in the South, where there was an abundance of oratory, of resolutions and of banqueting, and, while the convention was in session and while the festivities lasted, an abundance of genuine enthusiasm. It takes organized effort, constant agitation and influential advocacy to get an appropriation of \$5,000,000, and organized effort, constant agitation and influential advocacy cost money. It is no easy thing to raise a campaign fund for internal improvements by voluntary subscriptions; for internal improvements provide few "spoils" to divide among the contributors to the campaign fund and their friends. The country people (the real producers), who will be the beneficiaries of improved waterways, have not been trained to make contributions for undertakings of

this kind, whose benefits are generally looked upon as remote and indirect. At best the burden must fall on the liberal, active few, and there is a tendency on the part of these to shrink from outlays for providing benefits in which the non-progressive, do-nothing many will be equal participants.

That, however, is one of the obligations imposed by social and commercial laws upon those endowed with patriotism and blessed with prosperity. In the work which must be done to prevent this convention's proving like so many other conventions which have been so utterly fruitless in results, the lead must be taken by Fort Smith; otherwise its history and epitaph may be written in the same words, "Vox et praeterea nihil."

One of the great troubles in the way of reaping substantial harvests from this sort of ground-plowing and seed-sowing arises from the fact that so many men who, in other respects, are alert, intelligent and, in a local way, successful, are blind to the blindness of others. In other words, they do not realize that what they know and see may be unknown and unseen by the rest of the world, and can only be brought to the public attention by a systematic dissemination of the truth. And this costs money.

At Fort Smith there is an organization which has time and again been mentioned in these columns, whose purpose is to promote the prosperity of this city. This deep-water convention was called together at its instance, and was, from a superficial point of view, a stunning success. But the convention's real utility will lie in the opportunity its deliverances will give for advertising the resources of the Arkansas valley in such a way as to convince the people all over the United States that governmental improvement of the river is a matter of national necessity and a measure of national economy. Thus, public sentiment may be brought to see the reasonableness of the convention's prayer for \$5,000,000 of the people's money for making the desired improvements.

To make the most of this opportunity will be profitable to Fort Smith, even though the bulk of the burden fall on the shoulders of its citizens, for in the dissemination of the necessary information Fort Smith may be incidentally advertised in the most effective way. And in view of the systematic advertising that is being given to a new city not many miles south of Fort Smith, it is worth while for its citizens to miss no opportunity "to point a moral or adorn a tale" with the reasons which they may consider as justifying their expectation that Fort Smith will become the real metropolis of the Arkansas valley.

The new city just alluded to—and which its citizens insist is soon going to rival if not eclipse Fort Smith as the commercial and industrial centre of Western Arkansas—is called Mena, and within six months it has been developed into a live, bustling town of nearly if not quite 4000 inhabitants. It is near to coal and hardwood forests and to short-leaf pine, and has a vast expanse of "back country." Col. Fred Hornbeck, the sagacious land commissioner of the Port Arthur Route, has in motion up at Kansas City some new and original mechanism for informing the public about the resources, not only of Mena, but the entire region tributary to the new Port Arthur Route, including Fort Smith. Still it behooves Fort Smith to realize that it is worth while to make the most of the lever of prosperity provided by the memorial adopted by the river improvement convention. And so, with a new hotel, an expansion of the sinews of war available for development, and the realization that one plowing will not make a crop of corn, Fort Smith may yet become a second Kansas City. THOMAS P. GRASTY.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

The Plan of the Illinois Central Railroad to Enable Its Employees to Become Stockholders.

Great interest has lately been aroused throughout the country in the results so far attained in the movement inaugurated about three years ago by the Illinois Central Railroad to enable its employees to become stockholders. The Manufacturers' Record published the plan when first put into operation, but its success has awakened so great an interest of late that in reply to a letter asking for further information Mr. Stuyvesant Fish, president of the company, writes the Manufacturers' Record as follows:

"I am not a little surprised and gratified to observe the amount of attention which has recently been manifested in the Illinois Central Company's plan for interesting its employees in its property and its profits.

"The plan was first broached just before the panic in 1893. One of the most gratifying evidences of returning confidence, and of the closer relation now subsisting all over the country between employer and employee, is the growing interest which our men have taken in this matter during the last few months.

"The opportunity for buying shares, which was first extended to the employees of the Illinois Central, has since been given, on the same terms, to those of the Yazoo & Mississippi Valley Railroad Co. and of the Chesapeake, Ohio & Southwestern Railroad Co.

"There are about 22,000 names on the rolls of the three companies. Of these there are today registered, as owners of one or more shares, 217 officers and employees, this, of course, exclusive of the directors. The number of those who have made partial payments on account of one share is 1530; total interested, 1747, or about 8 per cent. of those employed.

"The details of the plan are fully shown in the enclosed copy of circular issued in May, 1893.

"As you will see, the company's proposition amounts to an offer to buy the shares in the market at the current price and to give each subscriber a 'call' at that price upon one share, which he is at liberty to take or not as he sees fit, when his payments, with 4 per cent. interest added, aggregate the original price at which his share was purchased.

"You will not fail to notice that there is no element of charity in the proposition, but simply an offer, on the part of the company, to let the men help themselves, in the hope of thereby further cementing the cordial relations which exist between them and the corporation and perpetuating them for the common good."

The full plan is outlined in the following circular, which was issued in 1893:

"Illinois Central Railroad Co.,

"President's Office,

"Chicago, May 18, 1893.

"To Officers and Employees of the Illinois Central Railroad Co.:

"An expression on the part of many of the company's officers and employees of a desire to invest their savings in the stock of the Illinois Central Railroad Co. having reached the board of directors, they have thought that considerable saving in every department of the service could be effected by such a community of interest, and have authorized me to make to each of you the following offer, viz.:

"While the company has no stock for sale, it will assist any of its officers or

employees to buy one share at a time at the fair market price, to be fixed when application is made, the purchaser to pay for his shares in sums of five dollars (\$5) or multiples thereof. Payments may be made to the treasurer, the local treasurer in New Orleans, the paymaster or the assistant paymaster. On the amounts so paid, interest will be credited at the rate of 4 per cent. per annum, and when the sum at the credit of any purchaser amounts to the price at which the stock was bought he shall receive a certificate for his share of stock, and can then, if he wishes, begin the purchase of another share. The certificate of stock is transferable on the company's books and entitles the owner to such dividends as may be declared by the board of directors and to a vote in their election.

"Any officer or employe making payments on this plan can have his money returned to him, with interest, on application, through the proper channels, to the head of the department in which he is employed.

"Should a purchaser make no further payments during twelve consecutive months, interest shall then cease to accrue on his payments, and the sum at his credit will be returned to him, with the accrued interest, on application.

"In case a purchaser leaves the service of the company from any cause he must then either pay in full for his share and receive a certificate therefor, or take his money, with the interest accrued to the date of his leaving the service.

"The foregoing does not preclude the purchase of a larger number of shares of stock for cash.

"Any employe desiring to so purchase should apply to either of the representatives of the treasury department named above or to his immediate superior officer.

"I sincerely trust that this offer will be accepted in the spirit in which it is made and will be generally availed of for our mutual benefit.

"STUYVESANT FISH,
"President."

An Arkansas Project.

In its last issue the Manufacturers' Record referred to the statement that the Kansas City, Pittsburg & Gulf Company would probably build a branch from its main line into Hot Springs, Ark. It is understood that another project has been revived which will be of the greatest importance to that State. This is the extension of the Little Rock & Memphis Railroad from Little Rock to Wister Junction, I. T. Nearly a year ago the Manufacturers' Record referred to this plan and pointed out its value. The Little Rock & Memphis at present terminates at Little Rock. The Choctaw, Oklahoma & Gulf road, which has been built principally by Philadelphia parties, and is controlled by Eastern people, is now completed between Fort Reno and Wister. The proposed line would be almost direct east and west between Wister and Little Rock. The extension would be about 175 miles in length. As a result Memphis, the eastern terminus of the Little Rock & Memphis road, would also be the terminus of the combined roads, representing fully 525 miles of line. The present length of the Choctaw, Oklahoma & Gulf is 216 miles. It is intended eventually to extend it from Fort Reno, which is the present western terminus, to Albuquerque, New Mexico. Here it would connect with a trans-continental line, and thus form a portion of a system between the Pacific coast and Mississippi river, which would be by far the shortest line from the Mississippi across the continent.

It is understood that the promoters of the new enterprise have prepared plans to enlist the aid of Shelby county, Tennessee, in which Memphis is located, and to ask that the county vote on a bond issue of \$1,000,000 in aid of the project. H. L. Brinkley, of Memphis, is one of those interested. At present the Little Rock & Memphis is practically bottled up at its western terminus, and the extension referred to would be of great value in developing its traffic. It would also form a connection with the Kansas City, Pittsburg & Gulf system, by which trains could be run from Kansas City to Memphis if desired.

The San Antonio & Gulf Shore.

A dispatch from San Antonio, Texas, announces that the San Antonio & Gulf Shore has been taken out of the hands of the receivers, and that the present owners will make an extension of about eleven miles at once, as the right of way has been graded for that distance. Some time ago the Manufacturers' Record published a letter from Oscar Bergstrom, of San Antonio, trustee for the bondholders, in which that gentleman said it was the intention of the bondholders, as soon as the road was reorganized, to complete it as far as possible. It was originally designed to extend from San Antonio to some harbor on the Gulf of Mexico. It would traverse a country which has practically no transportation facilities, and which is said to be very productive.

Henry Terrell, the late receiver, has been appointed general manager of the company. At present the line is in operation between San Antonio and Sutherland Springs, twenty-nine miles. It is intended to complete it at once to Stockdale, forty miles distant. The length of the road as projected is about 200 miles.

Denver Interested in the South.

A party of railroad officials and business men of Denver, Colo., recently visited Galveston and New Orleans with the idea of increasing the trade relations between Denver and one or both of the cities named by endeavoring to send Colorado export products by way of the Gulf. The party included Frank Trumbull, general manager of the Union Pacific, Denver & Gulf road; Fred Wild, general freight agent, and B. L. Winchell, general passenger agent of the same road; Wm. Stapleton, managing editor of the Denver Republican; Earl P. Coe, proprietor of the Denver Times; Fred Bonfels, proprietor of the Denver Post; John C. Martin, city editor of the Rocky Mountain News; D. P. McDonald, manager of Fairbanks, Moss & Co.; W. G. Fisher, managing partner of Daniel & Fisher, and D. B. Kellar, general freight agent of the Fort Worth & Denver Railway.

They visited the harbors of both cities and inspected the elevators and wharves. They also inspected the buildings and railway terminals at Port Chalmette.

Columbus to Savannah.

The purchase of the Columbus Southern by the Georgia & Alabama is of much importance to the towns and villages along the former road and the city of Savannah. As the Columbus Southern will be operated as a branch of the Georgia & Alabama, through train service will be established between Savannah and Columbus and the trade of Columbus and vicinity diverted more to the seaport town. Since the Georgia & Alabama passed into the control of the present company it has proved a powerful factor in increasing the business of Savannah, and the people of that city regard it as an important ally. It is an-

nounced that the train service between Savannah and Columbus will include a sleeping-car, leaving Savannah every night, as well as a double daily service. By the new route the distance between the cities is shortened thirty miles.

Fast Time on the Seaboard.

The Seaboard Air Line has sent out circulars giving official time on a remarkably fast run made between Weldon and Portsmouth, Va., by one of its locomotives a few weeks ago. The locomotive in question was built at the Richmond Locomotive and Machine Works especially for the Seaboard Air Line, and covered the distance, hauling a special train containing the directors of the company, in seventy-two and one-half minutes, including stops. The distance is seventy-six and eight-tenths miles. The actual running time was sixty-seven and one-half minutes, thus making an average speed considerably over sixty miles per hour. This is one of the fastest records ever made by a railroad company in this country, and shows the fine quality of the rolling stock on the Seaboard Air Line, and the high standard of its track and roadbed.

Another Fast Freight Line.

The Southern Pacific Company has placed in operation a fast freight service between New Orleans and San Francisco, by which goods shipped from Algiers, La., will reach El Paso, Texas, in seventy hours, nearly ten hours faster than by the former schedule. It is calculated that fast freight trains will average twenty miles an hour between the Pacific coast and New Orleans, including stops. The passenger service, which was inaugurated by this company last year and continued this year under the title of the Sunset Limited Express trains, has proved very popular, and it is stated that many berths in the sleepers are sold weeks in advance on this train, which runs between New Orleans and San Francisco without change of cars, and which includes a sleeper direct once a week from Washington to the Pacific coast.

Atlantic Short Line Sale.

A dispatch from Savannah, Ga., announces the sale of the Atlantic Short Line to A. F. Daly, attorney for what is known as the Wrightsville & Tennille road, extending from Tennille to Hawkinsville, Ga., thirty-six miles. The Atlantic Short Line is about forty miles long, and is completed from Bruton, Ga., to a point near Stillmore, in the same State. It was built by a Chicago company, which intended to complete it between Macon and Savannah. The Wrightsville & Tennille is a part of the Central of Georgia system.

Chicago to New Orleans.

The Louisville & Nashville and the Chicago & Eastern Illinois have made an arrangement whereby a new service between Chicago and New Orleans has been inaugurated. A train leaves Chicago at 10.45 in the morning, arriving at Nashville, Tenn., at 11 P. M. the same day and New Orleans at 6 P. M. the next day. This is one of the fastest schedules ever maintained between the cities. The trains are composed principally of Pullman cars, and are made up of the finest rolling stock.

Railroad Notes.

J. N. Rush has been appointed traveling passenger agent of the Chattanooga, Rome & Columbus, with headquarters at Summerville, Ga.

The force at the Atlantic Coast Line

shops in Wilmington, N. C., is building 100 freight cars for the Coast Line and fifteen cars for the Southern Express Co.

The Chattanooga Electric Railway Co., which, as recently stated in the Manufacturers' Record, has been sold to J. H. Warner and others, will have the following officers: President, J. H. Warner; vice-president, Percy Warner; secretary, E. D. Lilly.

The board of directors of the Baltimore & Ohio Railroad have re-elected Hon. John K. Cowen as president. Mr. Cowen is also one of the receivers of the road. Mr. Andrew Anderson has resigned his position as secretary of the company, and is succeeded by Mr. C. W. Woolford.

The Eastern Shore Steam Navigation Co. has been formed at Norfolk with George F. Phillips as president. Its capital is \$20,000. It intends operating a steamer line between points on the Eastern Shore of the Chesapeake in Tidewater Virginia, Hampton Roads and Norfolk.

President R. C. Hoffman, of the Seaboard Air Line, has been re-elected president of the Palmetto Railway Co., which owns the road extending from Hamlet, N. C., to Cheraw, S. C., eighteen miles. It has been operated as part of the Seaboard system, but was recently sold at foreclosure sale, which rendered another election of officers necessary.

The annual report of the Kansas City, Memphis & Birmingham Company shows an increase of \$60,733 in net earnings over 1895, the total net earnings being \$223,760. While the gross earnings increased \$154,045 during the year, the increase in expenses was but \$93,312. After deducting all charges, a surplus is left of \$72,545, an increase of \$30,172 over the preceding year.

The announcement is made of the appointment of Mr. J. Van Smith as superintendent of the New York division of the Baltimore & Ohio system, succeeding Frank S. Gannon. Mr. Smith has been general superintendent of the trans-Ohio division of the Baltimore & Ohio, and has been in the service of the company since 1871. He has a high reputation as a railroad man of much ability.

New Buildings at Newport News.

The activity in real estate and building enterprises at Newport News, Va., is very pronounced at present. In October of last year the Manufacturers' Record called attention to the number of new buildings erected and other signs of prosperity manifested. This activity has continued. It is not a "boom," but the result of steady growth in population and business. At several periods recently the demand for small houses in the city has exceeded the supply, and property-owners have found it to their advantage to construct many houses of this class.

The facilities for rapid transit afforded by the electric line between Newport News and Old Point has caused the idea of suburban development to be again agitated, and in the eastern outskirts of the city a large number of new dwellings have been recently completed, while a tract of land about two miles from the centre of the town has been sold off in lots at fair prices, according to the estimates of real-estate agents. It is stated that the majority of these lots have been sold to parties who intend building on them at once, and that fully 100 families may be living on this tract by 1898. Among the larger edifices lately built in the city are the bank and office structure of the Citizens and Marine Bank and four three-story business blocks.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Listing Cotton-Mill Stocks.

Some five or six years ago the Manufacturers' Record endeavored to make arrangements looking to weekly quotations of the stocks of leading Southern cotton mills, but the movement seemed to be premature, and it was impossible to secure quotations sufficient to be of public service. Since then the idea has been repeatedly advanced that the listing of the stocks of Southern mills on Northern exchanges would be of great value to the South. This would broaden the market for mill stocks, attract new investors to Southern textile interests and enable holders of these stocks to use them as collateral to much better advantage than at present. Following out this general idea of broadening the market for stocks, but rather discouraging the listing of stocks on Northern exchanges, the Manufacturers' Club, of Charlotte, has, through Mr. H. S. Chadwick, the president, issued a circular to all Southern mills, in which it is said:

"While there may be good and substantial reasons why the stocks of cotton mills should not be listed on the exchanges, there can be no doubt that the owners of Southern cotton-mill shares are at a great disadvantage in the money markets by reason of the fact that the actual value of their stocks are not known. It is well known that investors are slow to take hold of these stocks because of the fact that they are not useful as collateral in the money markets. Any movement which would tend to establish the value of these holdings, and which, at the same time, would be free from the drawbacks of frequent changes, to which a listed stock on an exchange is liable, should, it would seem, command the attention of owners of Southern cotton mills and other industrial enterprises. It would not only enable the mill-owner to use his own stock when desirable, but would be an attractive feature to the investor.

"Realizing the importance of these facts to Southern manufacturers in general, the Southern Manufacturers' Club, of Charlotte, has long contemplated some movement which would bring about the result desired.

"With this object in view, the undersigned has been authorized to communicate with millmen and the managers of other enterprises to ascertain if it would be possible to secure their co-operation. The Southern Manufacturers' Club has no definite and settled plan, preferring to secure the benefits of suggestions from yourself and others. In a general way, it proposes to become the custodian of such information as to the value of these stocks, based upon the last sales made, or upon any statements which the managers may see fit to entrust to it; these facts, as gathered, to be published in the form of a bulletin printed weekly, semi-weekly or monthly, as may be deemed expedient, and furnished to subscribers at the actual cost of printing and distributing. This publication will be made under the auspices of the club and by one of its officers.

"Any purpose to render these securities speculative is distinctly disavowed.

A sincere desire to establish their value is our motive.

"The Southern Manufacturers' Club, as a business organization, is striving to promote Southern industrial development, and it is believed if the suggestion contained in this communication can be carried out successfully, great benefit will accrue to the South."

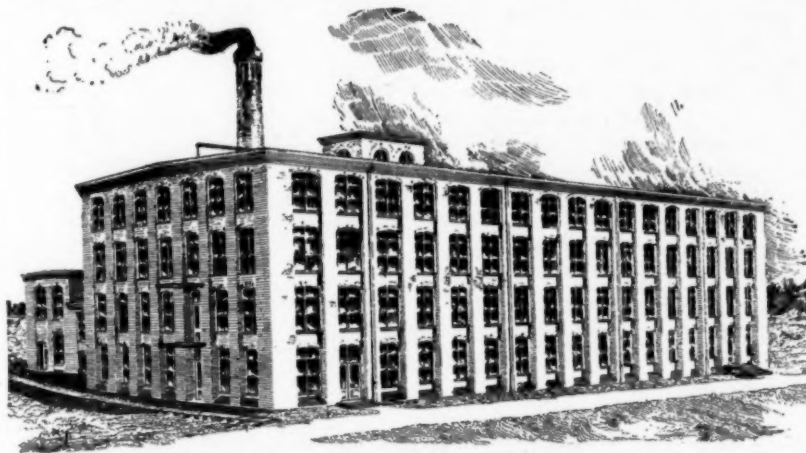
The Boston Journal of Commerce strongly urges listing on New York and Boston exchanges, and in commenting on this view Bradstreet's says:

"Southern interests, and those which may hereafter take advantage of the inviting field which the South presents for cotton-mill and other industrial enterprises, would certainly be benefited should the plan above referred to take definite form. Not only would a wider market and definite quotations for the securities of the mills of that section facilitate financial arrangements on the part of the corporations and the owners of their stocks, but it would also tend to increase the investment of fresh capital in that direction."

This whole subject may well claim the attention and free discussion of cotton-mill owners, stockholders and manufacturers of textile machinery, some of the latter being largely interested in mill stocks.

A New South Carolina Mill.

The accompanying cut shows an outline of a new mill now under construction at Orangeburg, S. C. This mill, known as the Enterprise Cotton Mills, is being built by some of the business men of that city, who are going ahead in a careful and business-like way to make a success of it. The foundations are now being put in, and the work on the building proper will begin shortly. When finished it will be 189 feet four inches long, seventy-six feet wide and four stories high, each story being fifteen feet. It will have in addition a commodious engine-room and boiler-house. The mill will be equipped with the very best machinery throughout, and will contain 10,000 spindles and 300 looms. The product manufactured will be a fine grade of sheetings. The architects are Messrs. W. B. Smith Whaley & Co., of Columbia, S. C.



THE ENTERPRISE COTTON MILLS, ORANGEBURG, S. C.

tion at Orangeburg, S. C. This mill, known as the Enterprise Cotton Mills, is being built by some of the business men of that city, who are going ahead in a careful and business-like way to make a success of it. The foundations are now being put in, and the work on the building proper will begin shortly. When finished it will be 189 feet four inches long, seventy-six feet wide and four stories high, each story being fifteen feet. It will have in addition a commodious engine-room and boiler-house. The mill will be equipped with the very best machinery throughout, and will contain 10,000 spindles and 300 looms. The product manufactured will be a fine grade of sheetings. The architects are Messrs. W. B. Smith Whaley & Co., of Columbia, S. C.

Mill at Charlotte Enlarging.

The Louise Yarn Mills, of Charlotte, N. C., a plant which has only been erected during the past year, has already contracted for extensive additions to its mill. Contract has been awarded for doubling the equipment, and the new capacity will be 15,000 spindles and 700 looms. Mr. H. S. Chadwick is president of this company, and W. S. Mallory, secretary-treasurer.

The Columbia Manufacturing Co., Ramseur, N. C., in a letter to the Manufacturers' Record says: "I thoroughly

approve of your article in last week's Manufacturers' Record in opposition to labor unions being formed by emissaries among cotton-mill operatives in the South. I can speak advisedly of the dozen mills on Deep river, where the best of good feeling exists between the employers and employes, and believe it will be an evil day for both, and especially for the latter, when this community of interest is jeopardized or destroyed by influences that such labor unions will likely exert."

J. W. Hawke, secretary and treasurer Coosa Manufacturing Co., Piedmont, Ala., writes: "I have heard of no labor organization in this locality, but think your remarks timely and to the point. With such organizations and restrictive labor legislation the advantages of the South for manufacturing will not be so great. I look for no trouble from this source until manufacturing in the South becomes still more general and those now employed, being educated to higher ideas, and demand still further advancement. I know that our mill has been an educator to the employes. I know of no new industry in this locality. We have made no improvements lately. I look for trade to be better after the holidays, that is, prices. Demand for our product is great enough now, but having faith that prices will be better, we do not care to be loaded down with orders at present ruling prices. If the people of the South would vote and work in their own inter-

holders are figuring on running the mill after its reorganization with colored operatives. A knitting mill in Charleston, which was unable to secure white operatives, is now using colored help, and the owner reports that the results thus far are satisfactory. If the Charleston Mill should make the experiment it would be wise to arrange for Southern men accustomed to managing negro help to undertake the matter. It is universally admitted that the Southern people who have grown up surrounded by negroes can manage them as laborers more successfully than Northern men who have had but little opportunity to study their ways. It may be accepted that in the near future the employment of negro operatives in cotton mills will be put to the test, if not in the Charleston Mill, then elsewhere. The subject is up and someone is going to make the experiment.

Chattanooga Fibre Mills Enlarging.

Although having been in operation only a few months, the Johnson-French Fibre Co., of Chattanooga, Tenn., manufacturer of pulp boards, will make extensive improvements to its plant at Ridgedale.

The company's success has been such that it has been decided that fully \$25,000 will be expended, and the manufacture of all grades of wrapping paper will be added to the mill's present output. A contract has been awarded to a New York firm for furnishing six cylinder board and paper machines, to cost \$18,500. These machines can be used either in manufacturing pulp board or the finest kinds of paper, and can be gaged for different grades. New heaters, 100 horsepower engine and boiler and other equipment are also being added.

The company's plant is now running night and day, employing sixteen men, and after the improvements referred to are completed, this force will be doubled.

Proposed Water-Power Development.

The plans for the proposed development and utilization of a splendid water-power at High Falls, Monroe county, Georgia, furnish an exceedingly interesting illustration of what may be found all over the South when her remarkably rich and varied natural resources shall have been anywhere near adequately developed. On the Towaliga river, near High Falls, there have been for years a number of old mills, running on small power. As a 100-foot fall can be utilized here, capitalists have recently undertaken to secure a more complete development, and Messrs. Moore & McCrary, of Atlanta, have been employed to get up plans and specifications. They have completed their surveys, and calculated that with a 10-foot dam they can develop 2000 horsepower. Messrs. J. D. Boyd and Seaton Grantland, of Griffin, Ga., are the capitalists backing the enterprise, and it is stated to be their intention to furnish power for lighting, etc., to some half-dozen towns in various directions from the falls. Negotiations are understood to have been entered into in some instances, and it is calculated that when completed, power will be taken by Griffin, Barnesville and other points, at all of which places there are cotton mills and knitting mills. These towns are from eight to fifteen miles distant from the falls. This enterprise will be conspicuous from the fact that it is the most extensive undertaking for conveying electric power a long distance in the South. Messrs. Boyd & Grantland telegraph the Manufacturers' Record that they will develop this power next fall. In the meantime Moore & McCrary, of Atlanta, will prepare plans and secure bids for the work.

Textile Notes.

Mr. W. D. Caulfield, of Gloster, Miss., contemplates the establishment of a knitting mill for hosiery, and is now investigating as to the machinery for such a plant.

The Roanoke Mills Co., of Roanoke Rapids, N. C., has about completed its new plant, as recently stated. The mill was built for 18,000 spindles, and these will be put in later on. At present the equipment is 12,000 spindles and 320 looms.

Messrs. Thompson & Bros., of Birmingham, Ala., are progressing rapidly with the buildings for the Gold Medal Twine Mills at Anniston, Ala. These contractors have completed the engine and boiler-houses, and all the walls are nearly finished.

The directors of the Eufaula Cotton Mill held their annual meeting at Eufaula, Ala., on the 15th inst. Reports of the year's business were presented and a good showing was made. A semi-annual dividend of 3 per cent. was declared and \$2000 was placed to the surplus account.

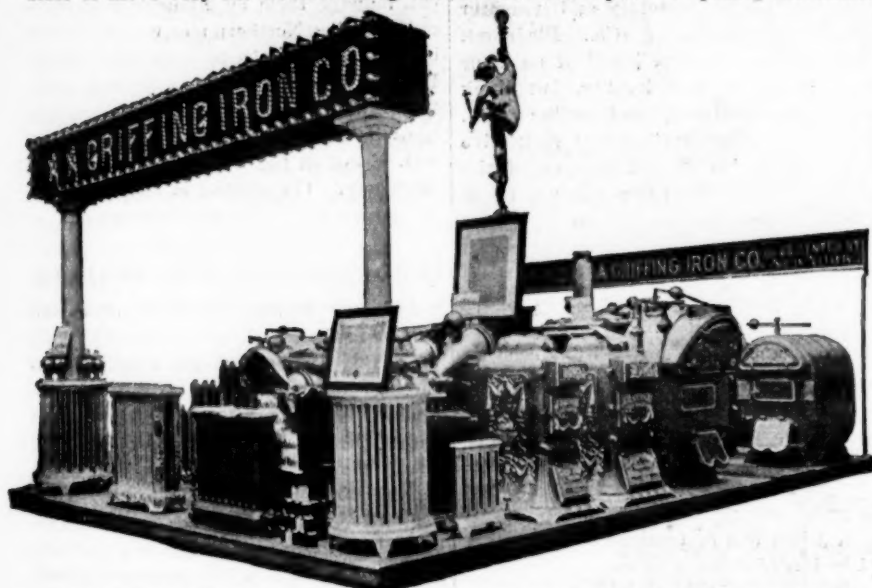
The Charleston Cotton Mill, which is to be sold on December 28, will probably be bought in by the bondholders. It is reported that some of the large bond-

MECHANICAL.

An Attractive Exhibit.

Much interest was displayed by visitors to the American Institute Fair, held at the Madison Square Garden in October, in the exhibit of the A. A. Griffing Iron Co., of Jersey City, N. J.

While the Griffing Iron Co.'s exhibit at the American Institute Fair was not visible from the entrance, owing to intervening exhibits, it would be impossible to move very far without being im-



GRIFFING IRON CO.'S EXHIBIT AT THE AMERICAN INSTITUTE FAIR.

pressed with its presence. It was resplendent with 2000 electric lights overhead, and 1000 more distributed through it. It occupied eight spaces, situated centrally under the large electric chandelier, and was considered the most effective display there.

There was the Bundy heater, with its sectional tubular construction, eagerly examined for its various good points, notably, ease of cleaning, quick firing, economy of fuel, compactness, quickness of erection, etc.

The Bundy La Villa heater attracted much attention for its handsome design and stove finish. The La Villa heaters are of sectional construction; also the Empire.

Prominent among the goods displayed was a full line of the Bundy radiators, Renaissance, Elite, Empire, Columbia, Princess and many indirect radiators.

The line of Bundy steam specialties was greatly admired, and the salesman, while expatiating on the merit of some of them, was not infrequently interrupted by some engineer in the crowd shouting: "Yes, and I have one of those Bundy steam traps, or feed-water heaters, and it is just perfect."

The Bundy steam and oil separators removes the water and oil from the steam on the capillary principle.

The Bundy cement felting insulation is for covering boilers or piping, and is light of weight and an excellent non-conductor.

Prominent among the exhibit was an elaborate display of bronze powder, bronzing liquid, enamel, etc.

A centre figure consisted of a large statue of Mercury holding high in the air a glass globe surrounding a powerful arc light, and on the globe was the trademark "Bundy."

In the front of the exhibit was a 16-foot sign bearing the following in electric lights: "A. A. Griffing Iron Co., 66 Centre street, New York." The printed matter, souvenir buttons and books were neatly gotten up, and an enormous number were given out.

The Griffing Iron Co. believes in doing a thing well, and we doubt very much whether anyone attending the fair failed

to see its display. The company has a few of the souvenir books, and will send them to enquiring friends on application.

Improved Cloth-Folding Machine.

The accompanying cut represents an improved cloth-folding machine for cotton mills, bleacheries, etc., for which many advantages are claimed over other machines. The general principles of these machines are already familiar to most cotton manufacturers. The leaves of the table upon which the cloth is folded have a positive opening movement

by means of cams and levers, in advance of the folding blades, so that the cloth is carried under the jaws without friction on the cloth already folded, and the work is done without pulling the cloth from the opposite jaw or dragging back the fold when the blades are withdrawn from between the table and the jaws. Feeding-in of the cloth and the tension are easily regulated, and accurate measurement may be obtained whether running at fast or slow speed. The swivel rod for tipping the blades swings in a different manner than formerly, and is

which lowers the centre of the table in a positive manner by means of a pawl and ratchet mechanism as the folds of cloth are laid under the jaws. The cloth is thus prevented from rounding up in the middle, and so lengthening the folds towards the last end of the cut. This drop-centre movement is a complete and easy-working device for the purpose, rendering the machine a reliable and accurate folder for this class of work.

The folders are also arranged to feed the cloth in from the front side over the head of the operator, which is the style generally preferred for bleached or



1 2 3 4 5 6 7 8 9

starched goods, while the arrangement shown in the cut, with the curved apron at the back side, is the kind generally used for ordinary goods in the cloth-room.

The machines are built for any desired width of goods, and to fold in one-half-yard, one-yard, one-metre, one-and-one-quarter-yard or one-and-one-half-yard folds, as required. Shifting machines are also made to fold either one-yard or one-and-one-quarter-yard folds, and these are so arranged as to be changed from one length of fold to another in a very

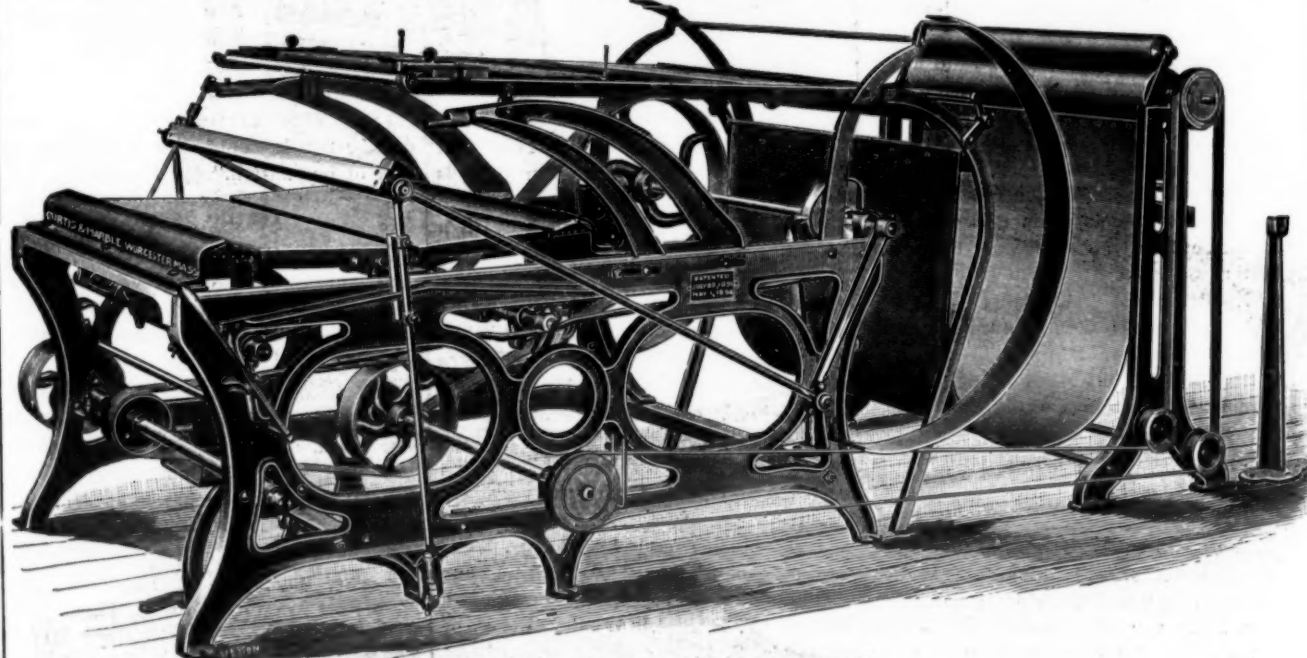
Perfect Twister Stop-Motion.

After years of experiment, invention has produced what is said by experts to be a successful twister stop-motion of sufficient simplicity to meet the approval of the most conservative mill management. Its operation is illustrated on the machine shown herewith. The device consists in a simple bent wire attached to a sheet-metal holder, having a hole or bearing to encircle the top-roll pivot; also a flexible leather or a metallic (German silver) tongue to engage the top roll and to stop the same when

necessary. In operation this device, we are informed, practically stops all waste on twisters. Simple, cheap and effective, it seems to possess the features essential to success. It can be applied when the frame is running. By using this device it is explained that roller laps and cut or scored rolls will be avoided, and the help can tend more spindles with as well an increase of speed.

It is stated that 1000 pounds of 2-40 cotton yarn can be twisted with less than one ounce of waste.

The device is considered to be more



IMPROVED CLOTH-FOLDING MACHINE.

fitted with an oiling device for keeping the rod lubricated. Guides are also provided for the blades as they move back and forth, to prevent any motion sideways. Many minor improvements have been made in the construction, and the entire machine is built in a most substantial manner. All parts operate with ease and rapidity, allowing, it is stated, the highest practical speed to be maintained.

For folding extra long cuts, or for heavy and fluffy goods, an automatic drop-centre attachment may be added,

few moments.

These machines are built by the Curtis & Marble Machine Co., Worcester, Mass., and parties in want of folders for any class of goods, whether white or brown goods, prints, gingham, tickings, denims, ducks, cotton flannels, etc., may find it to their advantage to look into their merits. The Charlotte Machine Co., Charlotte, N. C., represents the manufacturer in the Southern States, and has its machines on exhibition in its warerooms for the convenience of this trade.

valuable for worsted than cotton.

Referring to the illustration, spindles Nos. 1, 2, 6, 7, 8 and 9 have unbroken threads.

No. 3 shows the operation with the end broken back in the creel.

No. 4 shows a spindle with the thread broken down in front.

No. 5 shows a spindle which had a band cut off while the frame was running. In the latter case, the stop-motion holds the end unbroken until a new band is put on. The same thing sometimes occurs when travelers break.

The device acts by having the wire end or leg drop when not held up by the perfect thread, allowing the tongue to feed in between the rolls and stop the rotation of the upper roll.

In addition to the advantages already mentioned, the following are also pertinent: Saving in waste at the twister is important, as such waste cannot be respun. The device will operate when either thread of a two-ply yarn breaks. Broken ends are held in place and do not lash around and break others. Frame can be started up after doffing without stopping to piece up.

Using this attachment a twister will, it is said, run better and make less waste, using single-end spools from the common spooler, than from spools wound by the expensive double process on a stop-motion spooler.

The device applies to both wet and dry twisting, and at the price asked is such an advantage that the firm expects to introduce it universally.

It is stated that in one mill a twister of 180 spindles, with stop-motion applied on worsteds, saves ten ounces per week of waste worth seventy-five cents a pound.

Geo. Draper & Sons, Hopedale, Mass., are the manufacturers of this device, which is known as the T. H. Smith twister stop-motion.

Niagara Adjustable Pipe Folder.

Tinsmiths who have used the ordinary stove-pipe folders have found that the same cannot always be relied on to do accurate work, owing to variations in the hardness of the material. They will frequently turn uneven locks, and locks made with the same adjustment of the gage will vary in width.

The accompanying cut shows a new pipe folder designed to overcome this difficulty. The edge of the sheet is inserted and clamped similar to the well-known Wright's folder. It is folded by swinging the bar and blade between the material, being clamped towards the operator, and



NIAGARA ADJUSTABLE PIPE FOLDER.

while passing the upper edge of the frame, the material is bent around the folding blade. To prevent the edge of the frame from being worn off, a steel rod is inserted to protect it. This rod can be renewed at a trifling expense.

The Niagara adjustable pipe folder, it is stated, is sure to produce a lock of uniform width the entire length, as variations in the hardness of the material have no influence whatever. Furthermore, the folder possesses the advantage of having an adjustable gage for locks from three-sixteenths to one-half inch wide. The Niagara Stamping & Tool Co., Buffalo, N. Y., is the manufacturer.

Plates for Ceilings and Walls.

An example of the complete and improved line of plates for ceilings and

walls produced by the Canton Steel Roofing Co., of Canton, Ohio, is shown herewith. This company claims an entirely new process in manufacturing its plates which makes them perfectly accurate. The plates of different designs will interchange within a given space, causing no variations when applying, and



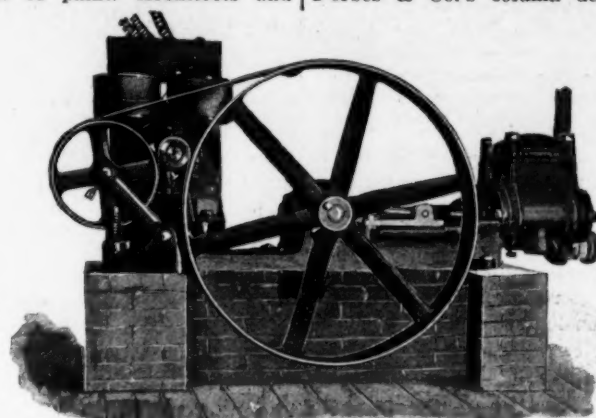
PLATES FOR CEILINGS AND WALLS.

producing tight-fitting work. No putty is required to close up the gaps, as a separate button is used which binds the plates tighter than common nails, with nothing but the head of the nail as a shoulder.

The principal advantage of accuracy in ceiling plates is that they can be erected more easily and rapidly, and also

tags. They are now largely used in banking-houses, storerooms, public and private buildings. They are not affected by water from bursted pipes or other their appearance is entirely renewed with a coat of paint. Architects and

housing is done away with and replaced by three steel columns, the rear ones having the guides bolted to them. This feature of accessibility can to a certain extent be tested by comparing the W. D. Forbes & Co.'s column design with a



COMMERCIAL ELECTRIC PUMP.

builders concede the merits of steel ceilings.

This company secured contract recently for over 500 squares of ceiling to causes, will not crack or fall off, and be erected in the Buffalo State Hospital, of Buffalo, N. Y.

housing design, and in the imagination, with wrench in hand, work on the guides for example.

At present these engines are made in two sizes, 9x9 inches and 12x12 inches. The 9x9-inch is rated about forty horsepower, at 300 revolutions per minute, water pressure 100 pounds. The engine weighs about 1800 pounds, stands fifty-four inches high and occupies a floor space of 27½x15½ inches.

The manufacturers explain that they do not enter the market to compete with low-grade engines, but to cater to such as know a high-grade engine, and where they are getting their money's worth in design, material and workmanship.

The accompanying cut gives a view of this engine.

The governor gives at least 2 per cent. regulation, and the balance of the engine is considered to be nearly perfect, due to the crank disks.

They are made at the finely-equipped works of this firm at Hoboken, N. J.

Commercial Electric Pumps.

These pumps can be used for a great variety of purposes, but are specially intended to supply the reservoir tanks of high office buildings or residences, where the pressure carried on the city main is not sufficient to elevate water above the lower stories.

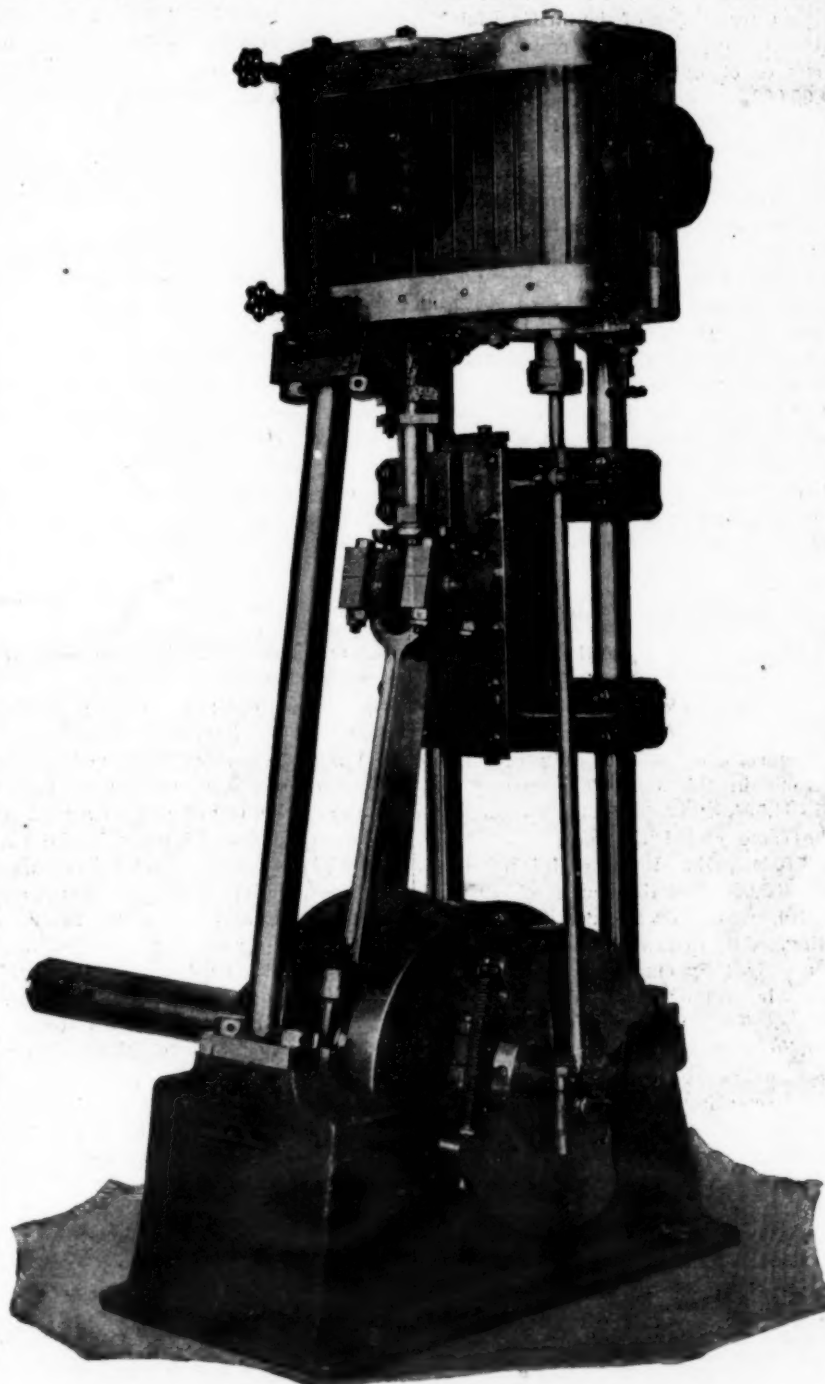
They can be placed anywhere that electric current is available, and require little or no attention after once installed.

A special feature is the absence of gears, the motor being connected to the pump entirely by belt, thus doing away with the constant rumbling, which is unavoidable even with the best of cut gearing.

The crank disks, connecting rods, crossheads and all other working parts are carefully made of the best material, and adjustable for wear. The motor is a special low-speed machine, placed directly behind the pump, and on the same bed-plate, and is connected to it by means of an endless belt running over an idler. A spring acts upon this idler to keep a constant tension on the belt and prevent slippage.

An example of one of these pumps is illustrated herewith. The Commercial Electric Co., Indianapolis, Ind., is the manufacturer.

The British steamship American was cleared on Friday last from New Orleans for Liverpool with 22,570 bales of cotton, 4483 sacks of cottonseed and 54,800 oak staves, which is said to be the largest amount of cotton ever cleared from any port in the United States on one vessel. The European, a sister ship of the American, sailed from Cardiff on her maiden voyage on December 10.



FORBES VERTICAL ENGINE.

produce more satisfactory results.

Much time is lost in erecting ceilings when the plates are not accurate, and it is considered almost impossible to do good work.

For durability, neatness and cleanliness, steel ceilings have superior advan-

Forbes Vertical Engine.

The feature that catches the eye in the W. D. Forbes & Co.'s engines is the ease with which the various parts can be reached by the machinist, either for repair or adjustment. Ordinary cast-iron

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Lumber Directory.

Readers of the Manufacturers' Record who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,

Baltimore, Md., December 24.

The tariff on lumber and the holidays seem to have engrossed the attention of lumbermen in the local market during the week, and actual business has been of light volume. The situation in lumber and other wood products is, however, somewhat more satisfactory than usual, and operators generally expect a better demand early in the new year. Prices are generally firmer throughout the general list, and stocks at all milling points are considerably reduced. The disposition among manufacturers is to shape their output to the existing demand, and to keep stocks well assorted and merely to supply actual orders. Among yellow-pine men there is considerable business expected during January, and numerous inquiries are daily coming to hand. Air-dried lumber is in ample supply for the current demand, and prices are about steady. For kiln-dried North Carolina yellow pine the outlook is rather more encouraging, and there is now a fair inquiry at prices much firmer in tone than they were sixty days ago. White pine is also showing improvement, with values very steady and stocks fairly well assorted. The hardwood market is quiet, with some inquiry from out-of-town buyers, but very little demand from the local trade. Hardwood exporters are now having better facilities for shipping, and some large shipments are booked for January, 1897. The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]
VIRGINIA AND NORTH CAROLINA PINE
 5-4x10 No. 2, kiln dried.....\$12 50@ 13 50
 5-4x12 No. 2, kiln dried..... 14 00@ 15 00
 4-4x10 No. 1, kiln dried..... 15 00@ 15 50
 4-4x12 No. 1, kiln dried..... 15 50@ 16 50
 4-4 nar. edge, No. 1, kiln dried. 13 00@ 14 00
 4-4 wide edge, No. 1, kiln dr'd. 17 00@ 18 00
 6-4x10 & 12, No. 1, kiln dried.. 23 00@ 24 00
 4-4 No. 1 edge floor, air dried. 13 50@ 14 50
 4-4 No. 2 edge floor, air dried. 10 50@ 11 50
 4-4 No. 1 12-in. stock, air dried. 15 50@ 16 50
 4-4 No. 2 12-in. stock..... 12 50@ 13 50
 4-4 edge box or rough wide..... 7 50@ 8 50
 4-4 edge box do. (ord. widths). 6 50@ 7 50
 4-4 12-inch rough..... 9 00@ 10 00
 4 narrow edge..... 5 00@ 6 00
 4 wide..... 6 50@ 7 50
 4x9 1/2 and 10 1/2-inch..... 8 50@ 9 50
 Small joists, 2 1/2-, 12, 14 and 16 long..... 7 50@ 8 50
 Large joists, 3-16 long and up..... 8 00@ 9 00
 Scantling, 2x3, 2x4 and 3x4..... 7 00@ 8 00

WHITE PINE.
 1st and 2d clear, 4-4, 5-4, 6-4 and 8-4..... 47 50@ 48 50
 3d clear, 4-4, 5-4, 6-4 and 8-4... 42 50@ 43 50
 Good edge culls..... 14 00@ 15 00
 Good stock..... 16 00@ 17 00
CYPRESS.
 4-4x6, No. 1..... 20 00@ 21 00
 4-4x8, No. 2..... 14 50@ 15 50
 4-4x8, 16 feet, fencing..... 10 50@ 11 50
 4-4x8, rough..... 8 50@ 9 50
 4-4 rough edge..... 8 00@
 4-4 edge, No. 1..... 16 00@ 17 00
 4-4 edge, No. 2..... 12 00@ 13 00
 Gulf, 4-4, Nos. 1 and 2..... 25 50@ 30 50
 Gulf, 6-4, Nos. 1 and 2..... 31 50@ 32 50
HARDWOODS—WALNUT.
 5-8, Nos. 1 and 2..... 65 00@ 75 00
 4-4, Nos. 1 and 2..... 80 00@ 90 00
 5-4, 6-4 and 8-4..... 85 00@ 95 00
 Newell stuff, clear of heart... 85 00@100 00
 Culls..... 20 00@ 30 00

OAK.
 Cabinet, white and red, Southern, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4..... 30 00@ 34 00
 Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4..... 53 00@ 55 00
 Culls..... 10 00@ 15 00
POPLAR.
 Nos. 1 and 2, 5-8..... 24 50@ 25 50
 Nos. 1 and 2, 4-4..... 28 00@ 30 00
 Nos. 1 and 2, 6 and 8-4..... 32 50@ 33 50
 Culls..... 11 50@ 12 50

SHINGLES.
 Cyp., No. 1 h'rts, sawed, 6x20. 6 50@ 7 50
 No. 1 saps, sawed, 6x20..... 4 75@ 5 25
 No. 1 hearts, shaved, 6x20..... 6 00@ 7 00
 No. 1 saps, shaved, 6x20..... 5 00@

LATHS.			
White pine.....	2 50@	2 75	
Spruce.....	2 10@	2 20	
Cypress.....	2 10@	2 20	

Norfolk.

[From our own Correspondent.]

Norfolk, Va., December 21.

As usual at this period of the season the volume of trade shows very little expansion, while, on the other hand, manufacturers and others, in the lumber industry especially, are anxious to enter the new year with stocks as low as possible. The tone of the lumber market, both here and at adjacent points in this State and North Carolina, is fairly active, with values much firmer, especially in the better classes of material. Manufacturers and operators generally take a much more encouraging view of the situation, and the outlook for a better demand early in the new year is said to be good. Stocks at all milling sections are much reduced, and 4-4 No. 1 and 2 edge is very scarce and to be had only in small quantities. There is a better demand for all desirable grades of air-dried lumber, while box grades are slightly improved. There seems to be a greater tendency towards organization among manufacturers and others since the Cincinnati convention, and strong efforts are being made to obtain a restoration of the tariff on lumber. Under the present bill Canadian lumber is free of duty, and it is said nearly 800,000,000 feet of Canadian lumber have been sold in this market this year, so that American mills have been unable to compete with Dominion manufacturers, and are severely handicapped thereby. Lumbermen at the Cincinnati convention decided that a bureau of information would be of great benefit to the trade and its interests, and it is stated that such a bureau will be at once established in Washington, D. C. The enterprise will be under the personal supervision of Mr. C. W. Wells, of Cincinnati, a thoroughly posted lumberman. The object is to collect reliable data bearing on the lumber industry of the United States, and also to aid manufacturers in their present effort to restore the tariff on lumber. The rapid strides that this port is at present making for commercial and industrial supremacy places the records of the present year among the most successful and encouraging in the history of the port. The development in the real-estate business has been remarkable, and up to December 9 the total of the year's transactions in this city alone amounts to \$1,041,524, while for Norfolk county for the same period the total amounts to \$1,570,866, while Portsmouth is put down at \$402,060, and the market closes very active, with values constantly appreciating. All woodworking concerns are generally fully employed, while planing mills have numerous orders at better prices. The many improvements in buildings, docks, wharves and from the various lines of railroads entering this city is creating a good demand for lumber and timber, as well as other building material. As to freight rates on lumber, the market continues steady, with vessels offering at \$2 to \$2.10 for New York and \$2.75 to \$3 for Boston. Last business reported was a charter of schooner Francis B. Baird, 366 tons, to load here for New York at \$2 net.

Charleston.

[From our own Correspondent.]

Charleston, S. C., December 21.

The market for lumber and all wood products has been quiet during the past week, and the volume of business light. There is, however, a number of inquiries at hand, and the outlook for a better lumber business, both here and at adjacent points in this State, is encouraging. Prices are showing a hardening

tendency, and all desirable grades of lumber are held at outside figures. At all milling sections operations are being extended, and mills are now nearly all well supplied with orders and making full time. On Saturday last the market at the close was firm at the following quotations: Merchantable, \$14 to \$16 for city-sawed, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. Shingles are firm at \$5 to \$7 per thousand. Reports from Georgetown show the crosstie and shingle industry as quite active, and, in fact, all wood products are showing a better demand. Among the shipment of lumber during the past week were the following: Schooner S. B. Hubbard for New York with 275,000 feet of lumber; schooner Jeremiah Smith for New Haven with 273,000 feet, and schooner Collins W. Walton for Philadelphia with 300,000 feet. The total shipments of lumber from this port since September 1 were 17,043,314 feet, distributed as follows: New York 12,190,010 feet, Boston 3,097,394 feet, Philadelphia 240,010 feet and other United States ports 1,430,000 feet, making a total of 16,957,414 feet. The foreign shipments were 373,000 feet, divided as follows: West Indies 340,000 feet and South America 33,000 feet, making a grand total of 17,330,414 feet, against 21,644,374 feet last year. The offering of tonnage is light, and desirable vessels scarce, while rates on lumber and other wood products are firm. Rates on lumber to New York are \$4.38 to \$4.50, and proportionately for ties. Dry lumber to Providence is quoted at \$4.50; crossties 14 to 14 1/2 cents each, and oak ties to Philadelphia 19 cents.

Savannah.

[From our own Correspondent.]

Savannah, Ga., December 21.

A fair volume of trade was developed last week in the lumber market of this section, but, as usual at the close of the year, no decided increase in business is expected. There is a very favorable prospect for an improvement in lumber, and prices at the moment are decidedly firm, with a fair demand. At this and nearby ports in Georgia the mills are all actively engaged, and orders are coming in quite freely. In the interior the situation at all milling points is improving and the movement in lumber and timber active, with prices better and prospects good for an increased demand early in the new year. The crosstie industry is showing up better, and there is a good demand from several railroad systems for large lots for prompt and near future delivery. On Saturday the market closed firm, with prices ranging as follows: Ordinary sizes, \$11 to \$12; difficult sizes, \$13 to \$18; flooring boards, \$15 to \$22; shipstuff, \$16.50 to \$20, and sawn ties, \$10. The shipments of lumber and other wood products reached about 3,500,000 feet, distributed as follows: Barge Western Belle for Baltimore with 830,945 feet; schooner Morris W. Child for Boston with 353,823 feet, and schooner Emily F. Northam for Philadelphia with 274,913 feet, Boston steamers took out 31,307 feet, Baltimore steamers 165,947 feet, and New York steamers 250,529 feet. The British ship Euphemia, which has been lying at quarantine for some days from Barbadoes, arrived at the city last week and will load with lumber for Santos. The lumber will be shipped by the Georgia Lumber Co. Lumber freights are still firm, with desirable vessels scarce. From this and nearby ports of Georgia rates are quoted at \$4 to \$4.50 per thousand for a range including Baltimore and Portland, Maine. Rates to the West In-

dies and Windward are nominal; to Rosario, \$12 to \$13; Buenos Ayres and Montevideo, \$10 to \$11; to Rio Janeiro, \$14; to Spanish and Mediterranean ports, \$11.30 to \$11.50. Among the charters reported in New York last week were the following: Schooner Emma C. Middleton, 501 tons, from Savannah to Philadelphia with lumber at \$4.25; schooner Joel F. Shepherd, 539 tons, from Savannah to New York with crossties at 14 1/2 cents; coal out from Philadelphia, 85 cents; schooner D. K. Baker, 493 tons, from Brunswick, Ga., to New York with lumber at \$4.37 1/2, and a British schooner, 209 tons, from Jacksonville to Demerara with lumber at or about \$5.75.

Pensacola.

[From our own Correspondent.]

Pensacola, Fla., December 21.

Throughout the various avenues of the lumber and timber industry of this port there has been a better movement during the past week, and the prospect for a quick demand for timber is encouraging. The pressure for tonnage for grain and cotton is not so strong, and it is thought that vessels will soon be available for timber, when the market will likely improve. At the moment stocks of sawn timber are firmly held, and manufacturers are not disposed to offer stock at present figures. The advices from Great Britain in regard to both timber and lumber are still encouraging, prices being firm for desirable cargoes, while stocks are not excessive. The market for yellow-pine lumber is fairly active, with good reports from all the milling sections. The demand from South America and the United Kingdom and Continent is improving, and several large orders have been filled during the present week. During the past week over 3,000,000 feet of lumber was shipped and about 1,200,000 feet of sawn timber, distributed as follows: Bark Matten for Trieste with 288,000 superficial feet of sawn timber and 82,000 feet of lumber; schooner Gertrude L. Trundy for Washington, D. C., with 245,000 feet of pitch-pine lumber, 46,000 feet of cypress lumber and 478,000 cypress shingles; bark Virginia for Santos with 516,000 feet of lumber; bark Manitoba for Dunkirk with 6422 cubic feet of hewn timber, 57,000 superficial feet of sawn timber and 354,000 feet of lumber; bark Martin Riccio for Marseilles with 40,000 feet of sawn timber and 334,000 feet of lumber; ship Marabout for Rio Janeiro with 1,142,000 feet of lumber; bark N. S. Del Monte with 2276 cubic feet of hewn oak timber, 34,700 cubic feet of sawn timber and 40,000 feet of lumber for Genoa, and bark Veteran for Nantes with 54,000 superficial feet of sawn timber and 169,000 feet of lumber. Steamer freights are unchanged, and for lumber tonnage there is a better demand, while shippers and owners are generally apart in their views. Rates to the United Kingdom or Continent are 102/6 for January and 100/ for February and March. Among the charters reported are the following: British steamer from Mobile or Pascagoula to Holland with sawn timber at 110/, January; British steamer Starlight, 1916 tons, from Pensacola to Holland with sawn timber at 110/; French bark Runnymede, 693 tons, from Pensacola to a French port with sawn timber at 102/6, and bark Wilhelm Anton, 992 tons, from Pensacola to Rotterdam with sawn timber at 100/.

Mobile.

[From our own Correspondent.]

Mobile, Ala., December 21.

Timber shippers during the past week have done comparatively little business, and on the eve of the holidays the volume of trade is generally light. The outlook for a good trade early in the new year is

bright, and advices from the European markets indicate steady prices, with a fair demand. Sawn timber is in good demand at the moment at 11 to 11½ cents per cubic foot, 40-foot basis. Contracts are made at 11½ cents flat. There is a fair demand for cypress at 5 to 8 cents per cubic foot, according to average. There is no demand for round poplar, oak or hickory logs, and prices range from 5½ to 7½ cents per cubic foot. In cedar the demand is light at 20 to 30 cents, according to quality and size. There is a fair inquiry for pine saw logs at \$5 to \$7.50 per 1000 superficial feet. Hewn timber is rather scarce and in fair demand at 11½ to 12 cents per cubic foot on basis of 100 feet, average B1 good, while contracts are made on a basis of 12 cents per cubic foot. Yellow-pine manufacturers are in better spirits, as the situation at the moment is more satisfactory, there being quite a stiffening in values and good reports from nearly all milling sections adjacent to this city. The South American trade is improving very much, and there are already a number of charters for January and February. Stocks at the mills are generally light, and there is at present a fair assortment of grades and dimensions on hand. The shipments during the past week amounted to about 2,000,000 feet, distributed as follows: Steamer Senior for Haytien ports with 300,000 feet of lumber; bark Savona for Rosario, A. R., with 714,575 feet, and schooner Bartlett for Santiago, Cuba, with 139,780 feet, while other shipments amounted to 500,000 feet. The total shipments of lumber since September 1 amount to 20,047,925 feet, against 15,565,285 feet for the corresponding period last year. Shipments of other woods were as follows, cubic feet: Oak, 5993; poplar, 5010; white-wood, 4850; ash, 2808; walnut, 477; piling, lineal feet, 35,323; staves, 126,376; crossties, 9000; pickets, 181,953, and shingles, 370,250. The value of the exports of lumber for the five months ending November 30 are estimated at \$641,297, against \$452,909 for the corresponding period last year. Lumber and timber freights are steady and unchanged; to the West Indies, \$5.50 to \$6.50 per 1000; coastwise, \$5.50 to \$6; Cuba, north side, \$6, and south side, \$6.50, Spanish gold; River Platte, \$10.50 to \$11, American gold; Mexico, \$6.50 to \$7. Timber to the United Kingdom 30/ per load for hewn and 97/6 per standard for sawn.

Beaumont.

Beaumont, Texas, December 19.

Lumbermen in this section are all thoroughly busy, happy and hopeful—busy, on account of the very much improved demand shown in interior trade the past few weeks; happy at the present prices, which are allowing a better margin than the past ruinously low schedules, and hopeful of the future, which they believe will bring again the good old times of three or four years ago. The increased shipments of the past few weeks have been gradually but surely reducing stocks at all the yards. This condition is general, and has had a beneficial effect on the trade, as shown by the advances made sometime ago and again by the advances declared as a result of the meeting held in Houston, when prices were raised from 50 cents to \$1 per thousand. 2x4, 4x4, 4x6 and 6x8 advanced 50 cents; flooring and long lengths 1x12 raised \$1 a thousand, while 1x12 under twenty feet advanced 50 cents. The result is variously prophesied, but the consensus of opinion is that the demand will not be affected thereby other than a merely temporary reduction of orders, which will increase again as soon as the holi-

day season is past. No increment in yard stocks is likely to occur in this section with the present state of the export trade and a fair demand from the interior.

The coast mills confine most of their attention to the export business and in cutting on bills for this trade, but very little lumber goes to the yards, and as a result competition for interior trade is relieved. The market will probably not suffer from a glutted condition in the future as it has done in the past.

Shingles are moving freely, maintaining the improvement noticed sometime ago. The export trade constitutes the sweet morsel in the millman's mouth, and an air of prosperity is shown at all the wharves of the mills here. The orders now on the books of our local mills are sufficient to keep their saws all busy until well along in the spring months. The past week has shown marked activity among exporters at Sabine Pass, and from ten to twelve vessels have been in port every day for lumber cargoes. This condition has prevailed for sometime past, and upon one occasion seventeen vessels were there engaged in the lumber trade. Sabine Pass has been retarded in the past by the apparent indifference of its property-holders to their advantages. Sufficient wharfage has not been developed, though the trade has long demanded it. Among the largest holders of water front at the Pass are Kountz Bros., who have heretofore shown no desire to develop their holdings. It is now said that they are arranging to extend their wharfage, and will develop their resources for the export trade.

The Gulf & Interstate Railroad is pushing work at Bolivar Point on their docks, and it is making an effort to divert part of the export trade to its port on Galveston bay. Switches are soon to be placed, giving connection with the mill yards here, and in the future it expects to obtain considerable of the lumber trade.

The Reliance Lumber Co. has been on the alert the past week, and one day placed orders on its books for about 2,500,000 feet. Ten vessels lay at the Pass the past week receiving cargoes from mills and exporters located at this place. T. E. Spottswood & Co. are busy placing about 4,000,000 feet on vessels now in port; they head the list with a record of seven vessels loading. The Consolidated Export Co. is loading the Stowell and Alice, and the Reliance two more vessels.

D. Tramway Call was in town the past week, and reports business flourishing at his Hoo Hoo mill. They have booked a good list of export orders, and now have sufficient on their books to engage their saws for the next few months.

G. H. Mallam, of the Texas Tram; W. E. Ramsey, of Lake Charles, and W. E. Barnes, of the St. Louis Lumberman, were made delegates by the Houston meeting to Lumber Tariff Convention to be held in Cincinnati.

Lutcher & Moore's mill at Orange has been closed for repairs the past week. The company anticipates a very large business the coming year, and is placing its plant in a position to handle it.

Lumber Notes.

A dry-kiln and several thousand feet of lumber were burned last week at the Doucette mills, six miles south of Colmesneil, Texas.

The Peters Lumber Co., of Alco, Ala., has decided not to rebuild its burnt mill at that place for the present. The company has entered into a contract with the Pollard Mill Co. to cut its standing tim-

ber in that section for shipment to Pensacola.

It is stated that Mr. Charles Bunker, of Lake Charles, La., has sold to Mr. Albert Bel, of the lumber firm of Bel, Bunker & Co., 35,000 acres of pine timber land.

The British schooner H. B. Homan was cleared last week from Wilmington, N. C., by Edward Kidder's Son for Aquadilla, Porto Rico, with 353,466 feet of lumber, valued at \$4024.

The Hartzell Handle Co., of Central City, W. Va., shipped machinery on the 18th inst. to Creston, W. Va., on the Little Kanawha river, where it will put a new mill in operation at once.

The Reliance Lumber Co., at Beaumont, Texas, has gotten out 300,000 feet of large timbers, dressed on four sides, that are beautiful specimens of long-leaf pine. They are for shipment abroad.

The charter of the International Lumber Co., of El Paso, Texas, was filed on the 14th inst., with a capital stock of \$10,000. The incorporators are George W. North, W. W. Turney and H. L. Newman, Jr.

The Cooper Manufacturing Co., of Jacksonville, intends to begin to operate its furniture factory on January 1. The company will manufacture all kinds of furniture for the trade, and will use principally cypress and oak.

The furniture factories in Grand Rapids, Mich., have 1500 to 2000 more men employed than on November 1. The future employment of these men depends entirely on the volume of spring business, which commences on January 1.

The schooner Susie H. Davidson cleared from Brunswick, Ga., last week for Perth Amboy, N. J., with a cargo of 9073 crossties, and the Russian bark Usko cleared for a European port with 201,000 feet of lumber, 88,000 feet of timber and other cargo.

Mr. Hugh Bellas, of London, England, and his party of Northern lumbermen, who have been visiting the various milling sections on the South Atlantic and Gulf ports, left New Orleans on the 17th inst. over the Yazoo & Mississippi Valley for Chicago on a special tendered by that road.

A charter has been issued to the incorporators of the Atlantic Coast & Export Lumber Co., of Jacksonville, Fla., with a capital of \$50,000. The incorporators are Harold Weston, Ernest G. Phinney and John H. Zaring. The company will engage largely in the shipping of lumber and timber.

Mr. A. D. Wilson, of Colmesneil, Texas, is putting out a bill of about 200 sticks of round piling for the Missouri, Kansas & Texas Railway, to be used at Denison, and Mr. J. E. Lewin is getting out a bill of about 500 sticks of hewn pine timber for shipment to Europe for account of Spottswood & Co., of Sabine Pass.

The Bonham, Bois d'Arc and Handle Works, located at Bonham, Texas, received its charter last week. The capital stock is placed at \$3000. The officers of the company are Wm. A. Bremllette, president; Joe Tittsworth, vice-president, and J. D. Smith, secretary. The factory is now operating at its full capacity.

Mr. J. Fred Fisher, the former superintendent of the Florence Wagon Works, at Florence, Ala., is organizing a local stock company to manufacture buggies in that city. A meeting between Mr. Fisher and representative business men was held last week and preliminary steps were taken in the matter. The proposi-

tion is to form a joint stock company, with a capital of \$10,000, and to increase the business as it becomes necessary.

A charter was issued last week to the Chieftain Cypress Co., of Ocala, Fla., with a capital of \$150,000. The purpose of the company is to buy, own, sell and lease cypress timber lands and other real estate. The stockholders are Joseph W. D. Stearns, president; Vibert Salter, vice-president; Loren L. Ellsworth, secretary.

It is stated that Bolivar Point, Galveston, Texas, will soon come in for a share of the export lumber trade. On the completion of the Gulf & Interstate Railroad the facilities for handling lumber and timber at Galveston will be greatly improved, and shippers will have special inducements afforded to prosecute their business.

The receipts of lumber and building material at the port of New Orleans for the week ending December 12 were as follows: Lumber, 1,201,000 feet; shingles, 270,000; laths, 150,000; oak staves, 107,000, and cypress staves, 50,000. The receipts of lumber for the season amount to 25,808,000 feet, against 38,211,000 feet last year.

At a meeting last week of the Furniture Board of Trade at St. Louis, Mo., the standing committees for the year were appointed and the treasurer's report adopted. The board decided to place an exhibit of St. Louis furniture at the Tennessee Centennial Exhibition, to begin at Nashville next May and continue six months.

Of the fifteen or more vessels in port at Sabine Pass, Texas, ten are being loaded by Beaumont firms. Messrs. T. E. Spottswood & Co. are finishing cargoes for seven, which will take an aggregate of 4,000,000 feet; the Consolidated Export Lumber Co. is finishing cargoes for two; the Reliance Lumber Co., two, and W. S. Keyser & Co. are loading one.

As an indication of the activity in lumber in Southeastern Texas, the Reliance Lumber Co., of Beaumont, Texas, on the 15th inst. shipped seventeen cars of lumber and sixteen cars of lumber on the previous day. The Beaumont Lumber Co. is also rushed with business, having to employ extra crews to handle the increased orders for yard and dressed stock.

The D. L. Moore Land & Lumber Co., of Lorenzen, Miss., has completed its planing mill, and is now operating it on full time. It makes a fine grade of cypress and satin wood. Wineman & Bro., of Greenville, Miss., have their new band mill ready to start up on January 1. They will manufacture cottonwood as a specialty, and will build a box factory early next year.

A party of Boston capitalists visited Knoxville, Tenn., last week, after having inspected the timber lands of the La Follette Company. It is said that they have determined to invest considerable additional capital in manufacturing enterprises at La Follette. They propose to put the products of the forest upon the market in the shape of hardwood mantels and other articles in wood.

Mr. J. E. Clark, who has the contract for supplying crossties for the extension of the Tallahassee & Carrabelle Railroad near St. Andrew's Bay, Fla., has leased a tract of the Syndicate land on East Bay for that purpose. Mr. Grant Green, of New York, was at Morriston, Fla., last week putting in machinery for cutting crossties to test the ability of the "American tie-hewing machine."

Mr. George K. Smith, secretary of the Southern Lumber Manufacturers' Association, has begun the work of organizing the Yellow Pine Clearing-House Associ-

ation, authorized at the recent meeting in Memphis, Tenn. He is sending out a circular setting forth its object, and encloses a card to be signed and returned in case the millman addressed wishes to become a member of the clearing-house.

The following vessels cleared last week from Jacksonville, Fla., with lumber and other wood products: Schooner J. Percy Bartram with 295,000 feet of pine lumber, and schooner Anna E. Ketchum with 232,000 feet, both for New York. The schooner Robert W. Dusey cleared for Philadelphia with 332,000 feet of cypress lumber; steamship Seminole for New York with 250,000 feet of lumber, 3000 cross-ties, 150,000 shingles and other cargo; steamship Morgan City with 150,000 feet of lumber, and steamship Comanche with 350,000 feet of lumber, 2500 cross-ties and other merchandise.

Mr. J. C. Hamlen, of J. H. Hamlen & Son, stave and barrel manufacturers, of Portland, Maine, and Little Rock, Ark., visited Galveston, Texas, last week for the purpose of inspecting the facilities of that port for the shipment of staves. The firm owns a plant at Little Rock covering ten acres, owns its own timber lands, cuts its own logs and finishes its product at Little Rock. This extensive concern is seeking a new channel for its European business, and from the several interviews Mr. Hamlen had while in Galveston, it is possible that his firm may make arrangements whereby a regular steamship service may be established and a general export and import trade be stimulated.

Mr. Edward E. Ayers, of Chicago, a large manufacturer of treated lumber, who visited Galveston recently on a tour of inspection, was in that city again last week in consultation with General Superintendent P. T. Downs, of the Gulf, Colorado & Santa Fe Railroad. The result of his interview with Mr. Downs is said to be satisfactory, and he will establish a tie-fitting plant somewhere on the line of the Gulf, Colorado & Santa Fe. The cost of establishment of the plant will be about \$150,000, and will be a combination one, so that creosoted ties can be turned out. Mr. Ayers treats the ties to a patent zinc-tanning process, extending the lifetime of cross-ties to a period of nine or ten years.

The Southern Cypress Lumber and Shingle Association formally opened permanent headquarters in New Orleans last week. The quarters taken by the association will be operated somewhat on the order of an exchange, and as a meeting place for members of the association and their friends. At a meeting held in forenoon the question of opening an office in Chicago where the business of cypress lumbermen can be transacted was discussed. There was a large attendance of members of the association and others, and in honor of the opening of the exchange an elaborate lunch was served. T. K. Edwards, the well-known lumber commissioner of the Illinois Central, says: "Why the lumber business seems to be getting along well enough. There has been some dissatisfaction about the cypress lumber trade, but a scheme is on foot now to take steps by which this will be remedied. The proposition, I believe, is to establish a sort of headquarters in Chicago, a place where the cypress lumber may be stored, and if this scheme proves successful, as the indications now point, the traffic in this particular kind of lumber will be much better regulated." Mr. Edwards says that there is very little prospect of any organization being perfected joining together into one combine the lumber interests of the country. He thinks such a scheme is altogether impracticable.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., December 22.

A weak and declining market, together with a rather discouraging outlook for betterment in the immediate future, are current features. With the present complex conditions which beset the trade, to venture a prediction with a reasonable degree of verification is somewhat hazardous, whether with regard to a continuance of present depressed conditions or material improvement. Oil is very low in price now, but there are not wanting indications that after the holidays developments of a more favoring nature will transpire. One of the chief drawbacks to the trade, apart from market condition of other home products, consists in the low price which Egyptian seed is selling in England in all positions forward. January cargo deliveries are as low as £4 11s. 3d., and reports from Alexandria announce that the crop in Egypt will be larger than that of the previous year, owing to the greater extent of land cultivated. Here a demand, however limited, for oil would strengthen prices, although lard and tallow are yet in a very unfavorable position in their relation to the former. It is noticeable that receipts have fallen off, which would indicate that producers have determined to await developments, which the new year is expected to bring forth, rather than sell at present prices. In the early part of the week the low prices proved an inducement for shippers to buy in limited quantities, but as holders declined to accept propositions unless at full prices, trading was checked. It is hoped that freights will be sufficiently reduced to permit successful competition with English oil. The recent dullness in demand and low prices conjointly, have had the effect of keeping production down. It is evident that the quantity yet available in the country has been overestimated, and with the return to normal trading it is reasonable to anticipate materially higher prices. A sale of 2000 barrels of prime yellow was effected on a 23-cent basis, January delivery. Exports amount to 6200 barrels, chiefly on old contracts, and destined for Southern Europe, England and Holland being out of the market. Prime summer white, 27 to 28 cents; butter oil, 25 to 26 cents; prime summer yellow, 23 to 23½ cents; off-grade yellow, 22½ to 23 cents; prime crude, 20 to 21 cents; prime crude, loose, 16 to 17 cents; off crude, 19½ to 20 cents; soap stock, ½c. per pound.

Cake and Meal.—There is a good demand, prices are firm, and in some instances an advance of from \$1 to \$1.75 per ton has been made. Latest advices from the United Kingdom announce a scarcity of American cake in several distributing centres. In London, for instance, the market is practically bare of stocks, of which point as high as £6 per ton is asked for the few remaining on hand. For the undecorticated variety £4 5s. is quoted in London, and £4 10s. Liverpool. At Memphis \$15 per ton is quoted for meal and \$19.50 to \$20 at New Orleans. Heavy shipments of cake and meal are proceeding at Galveston and New Orleans, chiefly for Liverpool and Hamburg.

Cottonseed-Oil Notes.

The British steamship Edenmore arrived at Velasco, Texas, last week and

will take a cargo of cottonseed products from the Velasco Cotton Oil Mill direct to a European port.

It is stated there is a movement on foot by the Farmers' State Alliance of North Carolina to establish a cottonseed-oil mill at some convenient point in the cotton section of the State.

The Powell Oil Mill Co., of Bastrop, Texas, is feeding on cottonseed meal about 1000 head of cattle owned by different parties in the county. Mr. B. F. Stokes, of Ennis, Texas, has made a contract with the Red River Oil Mill, at Alexandria, to feed 1000 head of Louisiana cattle.

The market for cottonseed oil in New Orleans last week was dull, with prices easy; prime crude oil in bulk, 17 cents; prime summer yellow in barrels, 22 to 22½ cents; meal and cake, \$16.75 to \$17 per short ton and \$18.50 per long ton for export. Receivers' prices were quoted as follows: Cottonseed, \$8 per ton (2000 pounds) delivered to the mills; cottonseed meal jobbing at depot, \$17 per short ton, and \$18.75 to \$19 per long ton for export f. o. b.; cottonseed oil, 17½ to 18 cents per gallon for strictly prime crude, in bulk 15½ to 16 cents, and 22 cents for refined oil at wholesale or for shipment; oilcake, \$19 to \$19.50 per long ton f. o. b.; foots, 1 to 1¼ cents; linters—A, 3½ to 3¾ cents per pound; B, 3½ to 3¾ cents; C, 3 to 3¼ cents; hulls delivered at 11½ to 20 cents per 100 pounds, according to location of mills.

Cottonseed products in Texas are not materially changed in regard to prices. The dullness in the market for cottonseed oils, however, has resulted in a slight decline, and Texas mills are quoting prices about one-half cent lower than a week ago. On the other hand, meal and cake continue steady, with a good demand, advancing 25 cents per ton, with present prices \$14.50 to \$16 f. o. b. at interior points. The following quotations were posted last week by the cottonseed-product department of the Houston Cotton Exchange and Board of Trade: Prime crude oil, loose, 16 cents; refined butter oil, loose, nominal; prime summer yellow oil, 19 to 19½ cents; cake and meal f. o. b. mill at interior points, according to location, \$14.50 to \$16 per tons for prime; cottonseed hulls, \$3 to \$4. The market closed quiet and steady on the 20th.

Iron Markets.

Cincinnati, Ohio, December 19.

The business of the past week has been light, and void of any special interest in any branch of the pig-iron industry as to sales. Several orders for 100 to 500 tons have been booked, but the orders generally have been for car lots, quick delivery.

There is a general shaping up of plans and arrangements for the future, and the holiday week will be well consumed in "clearing the decks for action" in the new year, so near at hand, and of which so much is expected.

The market maintains a rather remarkable steadiness for the dullness of the period. Our quotations represent the prices current, though were there buyers for round lots for immediate delivery, prompt cash, concessions would be made.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry..	\$10 75@	\$11 00
Southern coke No. 2 foundry..	10 25@	10 50
Southern coke No. 3 foundry..	9 75@	10 00
Southern coke, gray forge....	9 50@	9 75
Southern coke, mottled.....	9 50@	9 75
Southern coke No. 1 soft.....	10 50@	10 75
Southern coke No. 2 soft.....	10 00@	10 25
Belfont coke No. 1, Lake Sup..	12 00@	12 50
Belfont coke No. 2, Lake Sup..	11 50@	12 00
Hanging Rock charcoal No. 1..	15 00@	16 00
Tennessee charcoal No. 1.....	13 00@	14 00
Jackson Co. silvery No. 1.....	13 50@	14 00
Standard Alabama car-wheel..	14 75@	15 50
Tennessee car-wheel.....	13 50@	14 50
Lake Sup. car-wheel & mail'e.	14 75@	15 25

New York, N. Y., December 19.

As the end of the year approaches, sentiment balances between the view that because the election of McKinley has not immediately restored good times, therefore we are doomed to another period of stagnation and distress, and the view that every known condition of finance and trade being favorable, improvement is as sure to follow as the spring to bloom again. The first class, representing mostly disappointed speculators, have been operating on the bear side of the stock market, giving the country the impression that something was wrong. The second class, embracing most of the conservative business men and manufacturers, who did not expect too much and therefore are not disappointed, are preparing for better things in 1897.

It is needless to say that the second class want the incoming administration to go very slow in changing our financial and tariff systems. It is a safe assertion that nine out of every ten business men who fought the sound-money battle would now say, if given a chance: "Hands off the currency! Our system will do very well with the conditions now before us. Stop agitation and give business a chance!" The howl for the retirement of the greenbacks is senseless, partly because of its doubtful expediency, but principally because it cannot possibly be accomplished, and the useless discussion of it checks rising confidences.

Assuming that some tariff changes are necessary, the prayer of the business world is that they may be quickly arranged by the new Congress, and on the most conservative lines. In most departments of the iron trade—pig iron, steel rails, billets, beams and even bars—a reduction of the tariff would be welcome by the makers.

There has been no buying to speak of during the week, but inquiries are coming in from some early birds who wish to avoid the rush that is expected after the first of the year, and which may influence prices.

Production continues comparatively light, and stocks at furnaces are decreasing.

We quote for cash f. o. b. docks or cars New York:

No. 1 X standard Southern....	@	\$12 00
No. 1 X Virginia.....	@	12 00
No. 2 X Alabama or Virginia..	@	11 50
No. 1 soft Alabama or Virginia..	@	11 50
No. 1 X lake ore coke iron....	@	13 50
No. 2 X lake ore coke iron....	@	13 00
Lake Superior charcoal.....	@	16 35

Philadelphia, Pa., December 19.

Foundrymen are complaining about the weather, as it interferes with riding on their wheels, and incidentally they say, trade is quiet, as may be expected at this season of the year.

There is a sharp demand for small lots of foundry iron for quick delivery, and all indications point to a healthy state of trade next year. The effect of the billet-pool collapse is wearing off, and it is thought if the steel-rail combination could be dissolved that it would add largely to the consumption of Bessemer iron and eventually lead to a general buying movement among the various railroads.

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama....	@	\$12 00
No. 2 X standard Alabama....	@	11 50
No. 1 X standard Virginia....	@	12 00
No. 2 X standard Virginia....	@	11 50
No. 1 X lake ore iron.....	@	13 50
No. 2 X lake ore iron.....	@	13 00
Lake Superior charcoal.....	@	15 85
Standard Georgia charcoal...	@	16 25

ROGERS, BROWN & CO.

If you are thinking of enlarging your mill, factory or mine, or of purchasing machinery of any kind, send us a postal card giving the character of the machinery needed.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., December 24.

The local phosphate market shows very little improvement; in fact, buyers are generally out of the market, and will purchase only trifling lots until after the new year opens. The situation at points of production is unchanged, and the work of development is lacking in vigor. South Carolina river miners are doing very little, and the government tax to which their product is subjected, it is thought, will be partially reduced at the meeting of the legislature in January. Shipments of South Carolina phosphate to domestic ports are somewhat greater, and prices are steady. Crude rock at the mines is quoted at \$3, hot-air-dried \$3.25 Ashley river and \$3.45 Charleston city. Among the pebble miners in Florida shipments continue active, and considerable land rock is going forward to European ports through the ports of Savannah and Brunswick. There are now seven large steamers on passage to take phosphate rock from Florida ports. In the Tennessee phosphate mines there is very little activity, and no improvement is expected until early spring. Stocks are generally light, and very little shipping is being done at present. In the local market there are no charters reported, and the offering of tonnage is moderate, with rates unchanged. Phosphate freights in the New York market are nominally unchanged, and the tone is quiet, with shippers generally slow in their movements, as usual at this period of the season. The following charters were reported last week: Schooner C. K. Schull, 840 tons, from Charlotte Harbor to Norfolk with phosphate rock at \$2, free wharfage; schooner Ira B. Ellems, 203 tons, from New York to Charleston with fertilizer at \$1; British steamer Oaklands, 1252 tons, from Fernandina to Zwynrecht with phosphate rock at 16/12, February 1 to March 15; schooner Carrie T. Belano, 474 tons, from Cartaret to Savannah with phosphate on private terms, and schooner C. F. Stran, 205 tons, from Philadelphia to Washington, N. C., with phosphate at \$1; a British steamer from Tampa to Rotterdam with phosphate at 16/; a British steamer from Fernandina to Hamburg with phosphate at 16/- and British steamship Clintonia from Charlotte Harbor to Bristol with phosphate at 20/, December 31.

Fertilizer Ingredients.

The general market for ammoniates and other ingredients is unchanged, and the demand light, with a limited volume of business. Values are not quotably lower, but on the present basis it would be impossible to effect any sales of importance. The market for nitrate of soda is steady, with values unchanged.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)...	\$2 25	@	—
Nitrate of soda.....	2 00	@	—
Blood.....	1 80	@	1 80
Hoof meal.....	1 65	@	1 70
Azotine (beef).....	1 65	@	1 70
Azotine (pork).....	1 70	@	1 75
Tankage (concentrated).....	1 65	@	1 70
Tankage (9 and 20).....	1 70	@	1 80
Tankage (7 and 30).....	15 00	@	16 00
Flash (dry).....	20 00	@	—
Flash (acid).....	11 00	@	12 00

Phosphate and Fertilizer Notes.

The schooner Horace Macomber sailed from Port Tampa, Fla., on the 14th inst. with 1000 tons of pebble phosphate for Baltimore.

The British steamship St. Enoch cleared from Brunswick, Ga., last week with 1391 tons of phosphate rock and other cargo for Liverpool. The cargo

was valued at \$349,355, and is from the Brunswick Terminal Co.

At Dunnellon, Fla., the Dunnellon Phosphate Co. is shipping phosphate rock and making other arrangements for starting work on the 1st of January.

The steamship Sidra cleared last week from Savannah, Ga., with 1495 tons of phosphate rock and other cargo for Bremen. The British steamship Planet Mercury cleared last week for Bremen and Hamburg with 2468 tons of phosphate rock for the latter port.

The fertilizer factories at Wilmington, N. C., are very busy at present getting ready for next season's business, and the outlook is said to be the most encouraging for several years. Extensive improvements have been made to the plants of Messrs. Powers, Gibbs & Co., the Nevada Guano Co. and the Acme Fertilizer Co.

The shipments of phosphate rock from the port of Charleston, S. C., for the week ending the 18th inst. were as follows: Schooner George R. Congdon for New York with 610 tons; schooner Fannie Brown for Baltimore with 750 tons; schooner Mary Curtis for Richmond, Va., with 575 tons; schooner Morancey for Wilmington, N. C., with 306 tons, and schooner T. W. Dunn for Weymouth, Mass., with 940 tons. The total shipments of phosphate rock from Charleston, S. C., since September 1 to domestic ports amount to 27,798 tons, against 38,777 tons for the corresponding period last year.

The traffic managers of the Southern, Plant and Central of Georgia railway systems held a meeting last week in Charleston, S. C., to discuss the rates on fertilizers. The meeting was held behind closed doors, and nothing was given out for publication. It is understood that its object was to arrive at a general agreement which will prevent rate-cutting in future. It is stated that the movement of commercial fertilizers will commence somewhat earlier this year than usual. The sales of fertilizer tags are more numerous, and the receipts for tags in Columbia, S. C., one day last week was over \$400.

The Georgia railroad commission met in Atlanta, Ga., on Friday last and continued consideration of the question of reducing the rate on fertilizers 25 per cent. As a result of the meeting the commission decided to place fertilizers in class M, less 10 per cent., which is a reduction of 20 per cent., only 5 per cent. less than the reduction asked for by fertilizer manufacturers. It is estimated that this reduction means a saving of \$100,000 annually to the consumers of fertilizers in Georgia. The Atlanta, Savannah, Americus and Augusta fertilizer manufacturers joined in the complaint made by Captain Purse, of Savannah, in his efforts for a reduction.

Another View of the Case.

Mr. T. W. Pitts, vice-president Fort White & Southern Railway, Fort White, Fla., in a letter to the Manufacturers' Record, says:

"Noticing an article in the Manufacturers' Record of November 27, 1896, written by E. B. Robinson, I think it needs a reply from this place. Mr. Robinson says this country is nothing but a farming country, filled up with the laziest lot of people in America. Mr. Robinson should have added that these are his views. Others may differ. This country and this county, especially in the immediate vicinity of Fort White, where Mr. Robinson is located, have the richest and largest deposits of phosphate, and many mines are located here, some of

them working, his own included. The farmers are fast repairing their buildings, fences, etc., and recovering from the storm. The town of Fort White is fast being built up. Her schools, churches and other buildings that were blown down or damaged in the storm of the 29th of September are being replaced. Some new phosphate plants are being erected, and there is employment for every man, and there is call for help for tie-cutters and laborers of all kinds. Our county has at Lake City the Florida Agricultural College and High School, which are up-to-date institutions. Mr. Robinson is from Kansas City, where free silver is about as prolific as in Florida."

Big Coking Operations.

The extensive coal-mining and coking operations in Southwest Virginia, to which the Manufacturers' Record has often referred, are, in so far as one company is concerned, interestingly described in a recent issue of the Connellsville (Pa.) Courier. From a history of the Virginia Coal & Iron Co., largely controlled by Connellsville people, as given in the Courier, the Manufacturers' Record takes the following extracts:

"The Virginia Coal & Iron Co., whose plants are located at Stonega, near Big Stone Gap, Va., is controlled by men long trained in the operation of the coke plants of the famous Connellsville region, and whose experience is the secret of their success in the Southern field. Much of the credit for this is due to John Leisenring, a citizen of Pennsylvania, who, in connection with E. K. Hyndman, projected and built the Leisenring plants of the Connellsville region in 1879. This business was carried on on a large scale till 1889, when the plants were sold to the H. C. Frick Coke Co. for over \$3,000,000.

"In 1880 Hyndman brought to Leisenring's attention a tract of 67,000 acres of land in Wise county, Virginia, which had been bought by C. S. O. and A. O. Tinstman, of Fayette county. This land was purchased, and the Virginia Coal & Iron Co. was incorporated, Leisenring being the first president and largest stockholder until his death, when his son succeeded him. He was in turn succeeded by Dr. J. S. Wentz, the present largest stockholder and president of the firm. The vice-president of the company is John Leisenring, of Upper Lehigh, Pa.; treasurer, M. S. Kemmerer, of Mauch Chunk; assistant treasurer and secretary, W. C. Kent, of Philadelphia.

"The land of the Virginia Coal & Iron Co. is situated principally on the headwaters of Powell's river, Wise county. The tract contains 61,522 acres of coal land, 3402 acres of red and brown iron ores, rock glass sand, freestone and various limestone and sandstone quarries, and 1900 acres of marble. The whole tract is covered with virgin forest. There are various veins of coal underlying the land, including bituminous and cannel coals, but the most valuable vein is that which is being developed for coking purposes. This vein has an average thickness of six feet, and has through it two streaks of clay, one about two inches in thickness being located about the middle of the vein. The bottom and top of the vein is a shale, firm enough to support the roof without much posting. The company has already driven two parallel drifts a distance of 1200 feet, and four parallel sets of butt-cross entries. These two entries will drain about 9600 acres of land and 108,000,000 tons of coal.

"The coal, before going to the ovens, is crushed. This is an extra cost which the operators in the Connellsville region do

not have to encounter, as the run of the mine is dumped into the ovens in this section and burned into coke. The Virginia Coal & Coke Co. has two batteries of 100 ovens each. These are the common beehive type. On four days in the week 48-hour coke is made, and on Monday and Tuesday, to avoid Sunday work, the coal is allowed to burn seventy-two hours. To make 48-hour coke a charge of five tons is made, and for the 72-hour coke seven tons are charged. The water supply is procured by damming Callaghan creek about a mile above the works. Two other mountain streams run close by the plant.

"The output of the plant for the month of September was about 7000 tons, and for October the figures are about the same. Among the furnaces supplied by the plants are those of the Illinois Steel Co. and the Iroquois Steel Co., of Chicago; the Sheffield Iron & Steel Co., of Sheffield, Ala., and the Colbert Iron Co., of Mayville, Wis.

"Stonega is connected by its own railroad, five miles long, with the Louisville & Nashville system. It is proposed to erect from 2500 to 4000 ovens in the vicinity of Big Stone Gap, a number each year. It is probable that one or more by-product plants will be erected, though nothing has been decided upon this head.

"Several hundred acres of the lands of the Virginia Coal & Iron Co. in the Wild Cat valley carry the dyestone or red fossil ore. Iron has been made at the Big Stone Gap furnace for the last five years from these ores, mainly from the red fossil ore, and has been sold all over New England, the East, the West and parts of the South.

"Probably more than 85 per cent. of the lands of the Virginia Coal & Iron Co. is covered with the original forest growth, which will perhaps run from 10,000 to 12,000 feet per acre, and comprises yellow poplar, white, red, black, Spanish and rock oaks, white, black and shellbark hickory, chestnut, lynn, black walnut, dogwood, holly, linden, white elm, black locust, sugar and red maple, yellow, black and silver birch, cherry, ash, buckeye, hemlock, sycamore and other trees that grow in that latitude. The company declined an offer from a West Virginia lumber concern to put in twenty-five saw mills, saw up its timber and ship off the lumber, because it preferred to have this material worked at home into finished products, and thus do the home section the greatest good. Another indication of its interest in that place is its having caused a survey to be made in the Gap proper for a flume to utilize the large water-power (654 horse-power) now going to waste, and furnish it at a cheap rate to numerous small enterprises of various kinds, such as tanneries, tannic acid, excelsior, box shooks, all kinds of turning and furniture works, planing mills, veneer works, and all the plants wherein both hard and soft woods are required. It has also kept standing an offer to furnish on the side track of any enterprise in Big Stone Gap coal for steam purposes at \$1 a ton, and coke at a corresponding rate."

During the last season the quantity of coal shipped from the mines by the Chesapeake & Ohio canal was 363,957 tons. The Consolidation Coal Co. shipped 282,465, and the George's Creek Coal Co. the balance. The total tonnage was an increase of 51,183 over season of 1895.

The Ironton (Ohio) Crosstie Co., operating in Eastern Kentucky and the adjoining territory of West Virginia, has secured contracts for the furnishing of 25,000 crossties to the Nickel Plate Railroad, 50,000 to the Baltimore & Ohio and 100,000 to the Delaware, Lackawanna & Western.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Anniston—Coke Furnace.—The Woodstock Iron Co. will put its No. 3 coke furnace in blast.

Birmingham—Cooperage Plant.—The cooperage plant of J. W. Hardesty (107 21st street) is now in course of erection. The plant is to cost \$80,000, and will be equipped with the latest machinery for manufacturing turpentine and cottonseed-oil barrels, etc.

Florence—Buggy Factory.—A \$10,000 stock company will be organized for the purpose of establishing a buggy factory. J. Fred. Fisher is said to be interested.

New Decatur—Chair Factory.—Fennell & Richardson have established a factory for the manufacture of rustic hickory chairs and settees.

ARKANSAS.

Horatio — Drug Company.—The Arkansas Drug Co. has been incorporated, with capital of \$2000, by W. and H. V. Lillard.

Little Rock — Lumber Plant.—George H. Helchard, J. H. McCarthy and H. J. Walsh, of Lincoln, Neb.; W. H. Wright, T. J. O'Brien and J. J. McNally, composing a syndicate, have purchased the plant of the Southern Stave & Lumber Co. for \$15,000 and will operate same on a large scale.

Mountain Home — Publishing Company.—The Citizens' Publication Co. has been incorporated, with capital stock of \$2500, by W. T. Patterson and others.

Pine Bluff — Electric-light and Power Plant.—The Pine Bluff Power & Transit Co. has been incorporated, with a capital stock of \$100,000, to operate electric-light and power plants, etc.; incorporators, W. H. Langford, president; J. B. Trulock, D. C. Bell and others.

Searcy—Water Works.—Ross & Carnis are mentioned in connection with a water-works report.

FLORIDA.

Carrabelle — Mercantile Company.—A. T. Swartz, A. D. Thompson, H. E. Rider and others have incorporated the Gulf Supply Co., with a capital stock of \$10,000.

Daytona — Publishing.—A stock company has been organized to publish the Commonwealth. F. A. Mann, editor, can be addressed.

Jacksonville — Ship-yards.—The Merrill-Stevens Engineering Co. has purchased the entire plant of the Jacksonville Marine Railway Co., and will increase the capacity of the plants by putting in new machinery and making other improvements.

Jacksonville — Lumber Company.—The Atlantic Coast & Export Co. has been incorporated by Harold Weston, Ernest G. Phinney and John H. Zaring to deal in lumber, etc.; capital stock \$50,000.

Jacksonville — Electric-light Plant.—The Jacksonville Electric Light Co. is preparing to install the machinery for its new plant, and will shortly place orders for the equipment; Parker & Bullard, North Attleboro, Mass., purchasing agents for the company.*

Ocala — Timber Lands, etc.—The Chieftain Cypress Co. has been incorporated, with a capital stock of \$150,000, to deal in cypress timber lands and other real estate. W. D. Stearns is president; Vibert Salter, vice-president, and Loren L. Ellsworth, secretary.

Pensacola — Lumber Mill.—The Peters Lumber Co., whose mill, located at Alco, Ala., was recently burned, will rebuild in the vicinity of Pensacola.

GEORGIA.

Atlanta — Shoe and Clothing Factory.—The J. K. Orr Shoe & Clothing Co., of Columbus, has purchased site in Atlanta and will erect thereon a new building for its shoe and clothing factory which it will remove to this city.

Coleman — Cotton Gln.—James F. Sealey will rebuild his cotton gin next summer.*

Cordele — Telephone Factory.—D. H. Ledbetter writes that he will engage in the manufacture of telephone transmitters, switchboards and telephones.*

High Falls — Water-power Development.—J. D. Boyd and Seaton Grantland, of Griffin, Ga., propose the development next fall of a water-power plant at High Falls to supply power for cotton mills and other industries at Griffin, Barnesville and other places. Moore & McCrary, of Atlanta, Ga., have been engaged to prepare plans and specifications for the proposed work. It is calculated that a 10-foot dam will develop 2000 horse-power at the falls.

Rome — Rolling Mill.—It is stated that Langston & Wood, of Atlanta, have leased the Rome cotton-tie mill and will put the plant in operation at once.

Tate — Marble Quarries.—A New York syndicate has acquired possession of the quarries of the Piedmont Marble Co. and will resume the development of the property. Many improvements are projected and a considerable lot of new machinery will be put in. E. de Forrest Simmons heads the New York parties interested.

KENTUCKY.

Ashland — Coke Ovens.—The Ashland Coal & Iron Railway Co. will build fifty new coke ovens at its coal mines near Ashland.

Bowling Green — Machine Works.—The Kentucky Seed & Grain Separator Co., recently organized, will establish its plant in Bowling Green for the manufacture of its patent seed and grain separator. Fifteen to twenty men will be employed at the start.

Louisville — Paint Factory.—John Stresel, C. M. Bridges and others have formed the Bridges-Stresel Co. for the purpose of operating a paint factory.

Louisville — Publishing.—The Republican Publishing Co. has been incorporated by Wallace S. Park, Warren J. Rees and James S. Parker for the purpose of publishing a republican newspaper; capital stock \$5000.

Louisville — Telephone System.—The Ohio Valley Telephone Co., H. N. Gifford, general manager, contemplates the construction of a new telephone system and exchange at a cost of \$125,000.

Madisonville — Water Works.—M. W. Bishop and Samuel Powers constitute a committee appointed to investigate as to the advisability of the city constructing water works.

Paintsville — Coal Mines.—The Ort Cannel Coal Co. has been organized, with a capital stock of \$50,000, by Henry A. Ort, of Maysville; John C. C. Mayo, of Paintsville, and others for the purpose of developing the

large canal-coal mines recently purchased at this place. C. K. Lawrence, of Ashland, has charge of the operations.

LOUISIANA.

Thibodeaux — Electric-light Plant.—There is talk of an electric-light plant being established. R. J. Naquin is mentioned in connection with the report.

Welsh — Paper Mill.—Messrs. Rolland, from Cettet, France, and Broussard, from Quebec, Canada, are investigating with a view of erecting a paper mill near Welsh.

MARYLAND.

Aberdeen — Water Works.—Horatio Sands, of Pottstown, Pa., will make surveys and prepare plans for the proposed water works at Aberdeen. G. H. Ivins, town commissioner, can be addressed for information.

Baltimore — Leather Commission, etc.—The Baltimore Leather Co., reported during the week as incorporated, will not conduct a tannery, but deal in and sell on commission different grades of leather. George Birely, of Frederick, Md., is president of the company; A. M. Tyson, of Baltimore, vice-president, and Matthew S. Tyson, of Baltimore, secretary-treasurer and manager. The capital stock is \$15,000, not \$10,000, as stated in our first mention of the company.

Baltimore — Steel-nail Mill.—Clendenin Bros. have recently put in machinery for the manufacture of steel nails. A plant for making wire nails and tacks is also being installed by the company.

Hagerstown — Electric-power Plant.—The Hagerstown Electric Light Co. is said to contemplate the erection of a second plant to furnish power to manufacturers.

MISSISSIPPI.

Gloster — Knitting Mill.—W. D. Caulfield contemplates the establishment of a hosiery mill.*

Port Gibson — Water Works.—The city will shortly advertise for proposals for the construction of a system of water works at cost of about \$20,000. Address the mayor.

West Point — Water Works.—The city council has authorized an issuance of \$20,000 in bonds for the construction of the proposed water works. C. W. Gibson, chairman of committee, can be addressed.

MISSOURI.

Kansas City — Publishing Company.—J. G. Durrer, M. E. Whitmeyer, S. H. Ellis and others have incorporated the Architect & Builders' Publishing Co., with a capital stock of \$5000.

Kansas City — Publishing Company.—Hendrick Masters and others have incorporated the Ridpath Publishing Co., with a capital stock of \$10,000.

St. Louis — Grain Company.—The Isaacs & Sherry Grain Co. has been incorporated, with a capital stock of \$20,000, by Charles W. Isaacs, J. E. Sherry and W. C. Douglass.

St. Louis — Publishing Company.—A. B. and M. Bersch and B. Boutelle have incorporated the A. B. Bersch Publishing Co., with a capital stock of \$10,000.

St. Louis — Coffee-land Company.—Julius Leffman and others have incorporated the Security Mexican Coffee Land Co., with a capital stock of \$8000.

St. Louis — Glass Works.—There is a movement on foot for the organization of a \$1,000,000 company to build glass works for making plate-glass in opposition to the trust. Leo Drey, of Drey & Cohn, is said to have knowledge of the movement.

NORTH CAROLINA.

Atkinson — Saw Mill.—The saw mill of E. A. Hawes, recently burned, has been replaced by a new modern mill with a capacity for cutting 15,000 feet of lumber per day.

Charlotte — Cotton Mill.—The Louise Yarn Mills, it is reported, has contract for doubling its plant, which has just been completed. The new capacity will be 15,000 spindles and 700 looms.

Wilmington — Carriage Factory.—John Seaman, of Durham, N. C., contemplates establishing a carriage factory in Wilmington.

Wilmington — Handle Factory.—W. E. Springer & Co. are in receipt of inquiries from a Western handle manufacturer relative to establishing branch plant in Wilmington.

SOUTH CAROLINA.

Charleston — Paving Company.—George C. and D. Van Smith and John D. Gadsden have incorporated the Smith Paving & Supply Co., with a capital stock of \$1000.

Charleston — Shoe Company.—W. A. Nicholson, H. W. Wallace and R. A. Oliphant have incorporated the Union Shoe Co., with a capital stock of \$4000, to deal in shoes.

Charleston — Telephone Lines.—The Western Telephone Construction Co., of Chicago, Ill., has acquired the charter and franchise of the Carolina Mutual Telephone & Telegraph Co., of this city, and will commence at once the construction of a new telephone exchange.

Columbia — Telephone Exchange.—James E. Keelyn, president of the Western Telephone Construction Co., of Chicago, Ill., and Mr. Thomas, of Richmond, Va., have been investigating with a view of establishing a telephone exchange in Columbia.

Laurens — Water Works and Electric-light Plant.—The city, having disposed of its bonds to the amount of \$30,000, will shortly arrange for the construction of its water works and erection of its electric-light plant.

TENNESSEE.

Chattanooga — Roofing Works.—The Chattanooga Steel Roofing Co. will build an addition to its works, to cost \$3000 to \$4000.

Chattanooga — Fibre and Paper Mills.—The Johnson-French Fibre Co. will expend \$25,000 in improvements to its plant at Ridge-dale. All grades of wrapping paper will be added to the product, and contract for \$19,000 worth of machinery for this purpose has been awarded. A 100 horse-power boiler and engine, etc., will also be put in.

Cleveland — Manufacturing.—The Cleveland Manufacturing Co. will commence the manufacture of a patent detaching arrangement for loosening runaway horses.

Harriman — Brick Works.—R. McKenzie and J. B. Bodwell have incorporated the Emery Brick Co. for the purpose of manufacturing brick, tile, retorts, etc. A portion of the machinery needed has been purchased.

Knoxville — Mercantile.—William P. Chamberlain, A. J. Albers, C. E. Lucky and others have incorporated the Chamberlain & Albers Co. for the purpose of conducting a general merchandise business.

Nashville — Cotton Mill.—The Phoenix Cotton Mills contemplates putting in 100 additional looms.

Powell's Station — Grist Mill.—J. F. Lanas is erecting a steam grist mill at a cost of about \$1000.

Sherwood — Lime Works.—The Gager Lime & Manufacturing Co. is enlarging its plant.

TEXAS.

Cleburne — Water Works.—The city council is endeavoring to arrange for the construction of a water-supply system. Address the mayor.

Cuero — Water and Electric-power Plant.—Otto Buchel, William Westhoff, V. B. Proctor and others have incorporated the Buchel Power & Irrigation Co., with a capital stock of \$50,000, to construct and maintain water and electric-power plants, etc.

El Paso — Lumber and Brick Plant.—Geo. W. North, W. W. Turney and H. L. Newman, Jr., have incorporated the International Lumber Co. to manufacture lumber and brick, etc.; capital stock \$10,000.

El Paso — Hardware Company.—The Stiffian-Krakauer Hardware Co. has been incorporated, with a capital stock of \$60,000, by John Stiffian, Albert Krakauer, Edward Moye and others.

Galveston — Tie-fitting Plant.—Edward A. Ayres, of Chicago, is in consultation with P. T. Downs, general superintendent Gulf, Colorado & Santa Fe Railroad, relative to the establishment in Galveston of a \$150,000 plant for the treating of ties by a patent zinc-tanning process.

Gatesville — Electric-light and Power Plant.—The Gatesville Electric Light Co. has been incorporated, with a capital stock of \$25,000, to establish an electric-light and power plant; incorporators, H. C. Voss, D. S. Hooker, B. H. Jeames and others.

Groesbeck — Telephone Exchange.—The Southwestern Telegraph & Telephone Co., of Dallas, J. E. Farnsworth, superintendent, will establish a telephone exchange in Groesbeck.

Kemp-Woodworking Factory.—Z. Bain is erecting a factory for the manufacture of axe handles and buggy spokes.

Kenney-Cotton Gin and Grist Mill.—J. H. Luhn will erect a cotton gin and grist mill.

Mineral Wells.—Coal-land Development.—Col. W. W. Johnson is making preparations for the development of his coal lands on the line of the Brazos Valley Railway.

Pittsburg—Electric-light and Water Works.—The city has in contemplation the erection of an electric-light and water-works plant. Address the mayor for information.

San Antonio—Horse-collar Factory.—The San Antonio Horse Collar Manufacturing Co., with a capacity of ten dozen horse collars per day, will double the output of its factory.

San Antonio—Foundry and Machine Shop. Harry Guenther & Bro., of Owensboro, Ky., will establish a branch foundry and machine shop at San Antonio.

Sherman—Standpipe.—The city council is considering favorably the construction of another standpipe, to be established in East Sherman. Address the mayor.

Sourlake—Real Estate, etc.—The Sourlake Co. has been incorporated, with a capital stock of \$250,000, for the purpose of dealing in real estate, erecting buildings, etc.; incorporators, James F. Freeman, James E. Newton, of Sourlake; Sidney T. Fontaine, of Galveston, and T. W. Ford, of Houston.

Velasco—Refrigerator Factory.—A Chicago party has been investigating with a view of establishing at Velasco a factory for making household refrigerators.

Velasco—Woodworking Plant.—J. C. Friederick is equipping a plant for the manufacture of coffins, house trimmings, hardwood products of various kinds, etc.

Velasco—Woodworking Plant.—The Velasco Box, Crate & Lumber Co., Harding Bros., proprietors, is now putting in \$12,000 worth of machinery for manufacturing boxes, crates, dimension stuff, etc.

VIRGINIA.

Bedford City—Electric-light Plant.—John D. Langhorne, of Washington, D. C., has bought the Bedford electric-light plant for \$10,000.

Bristol—Electric-light Plant.—The Consumers' Electric Co. has been organized, with C. C. Cochran, president; C. L. Sevier, vice-president, and Albert Parlett, secretary and treasurer. This is the company recently granted franchise, and is now erecting an electric-light and power plant.

Norfolk—Land Improvements.—William Kelly, Samuel N. Jardean and others have formed a \$100,000 stock company and intend to develop Willoughby Spit into cottage and other sites. For particulars address H. L. Page.

Norfolk—Grain Elevator.—The Norfolk & Western Railway Co. writes to the Manufacturers' Record that there is no truth in the rumor noted last week that it intends building another elevator at Lambert's Point.

Norfolk—Steamboat Company.—The Eastern Shore Steam Navigation & Transportation Co. has been incorporated, with George E. Phillips, president; J. P. Haupe, vice-president, and W. E. Verrier, secretary, for the purpose of operating a line of steamboats, etc.; authorized capital, from \$30,000 to \$50,000.

WEST VIRGINIA.

Brownstown—Coke Ovens.—The Lens Creek Coal & Coke Co. will add at once seventy coke ovens to its present plant.

Creston—Handle Factory.—The Hartzell Handle Co., of Central City, will establish and put in operation at once a handle factory at Creston.

Hullings—Lumber Company.—The Otter Creek Boom & Lumber Co. has been incorporated by Philadelphia parties, its purpose being to construct lumber booms, operate mills, etc.

Racine—Coal Mines.—Thomas L. Foster is developing coal mines.

Wheeling—Pottery.—A party from Trenton, N. J., is said to be negotiating for the purchase of the Ohio Valley China Co.'s pottery at North Wheeling.

Wheeling—Glassware Plant.—Hugo Thuemler, general manager of the Rochester Tumbler Co., of Rochester, Pa., is investigating with a view of establishing a plant in Wheeling for the decoration and etching of glassware.

Williamstown—Bridge.—The Williamstown Bridge Co. has been incorporated, with a capital stock of \$100,000, for the purpose of bridging the Ohio river at Williamstown.

BURNED.

Doucette, Texas.—The Doucette Lumber Co.'s dry-kilns.

Galveston, Texas.—The county courthouse; loss about \$100,000. Address the county clerk.

Jacksonville, Miss.—The freight depot of the Illinois Central Railroad Co.; loss about \$75,000.

Fort Monroe, Va.—The Sherwood Hotel; loss \$20,000.

Matewan, W. Va.—The planing mill and box spoke factory of M. S. White; loss about \$20,000.

Moberly, Mo.—Sandison & Matthews's planing mill.

BUILDING NOTES.

Atlanta, Ga.—Business Block.—Dr. R. D. Spaulding and others are having plans prepared for the erection of a six-story business block, to be built of brick and granite.

Atlanta, Ga.—Business Block.—Six five-story business buildings will be built on the site of the burned Markham Hotel; each structure to be of brick, stone, granite, steel and iron, with electric elevators, etc., complete. R. G. Spaulding, John Silvey and others will be the owners.

Atlanta, Ga.—Business Block.—Hoke Smith will, it is stated, erect a six-story business block.

Baltimore, Md.—Dwellings.—Frank O. Singer, Jr., has purchased lot on which he will build 175 two-story houses with all modern improvements.

Beaufort, S. C.—Depot, Warehouse, etc.—The Charleston & Western Carolina Railroad Co. (J. B. Cleveland, president, Spartanburg, S. C.) will build a passenger and freight depot, warehouse, etc., at Beaufort.

Baumont, Texas—Hotel.—C. T. Cade, of Louisiana, is making arrangements for the erection of a large hotel at High Island.

Commerce, Texas—Depot.—The Texas Midland Railroad Co., E. H. R. Green (Terrell, Texas), general manager, and the St. Louis Southwestern Railway, of Texas, J. A. Edison (Tyler, Texas), general superintendent, will erect jointly a \$25,000 union depot at Commerce.

Galveston, Texas—Depot.—C. F. W. Felt, chief engineer G., C. & S. F. Railway, Galveston, Texas, will receive proposals until December 31 for the erection of a depot and general office building, including elevator, electric wiring and generating plant, heating, plumbing, train shed and express building.

Galveston, Texas—Courthouse.—The Galveston county commissioners will receive bids for the erection of the new courthouse to replace the one lately burned until February 23, 1897. The cost of the structure is not to exceed \$200,000. Address the county clerk.

Galveston, Texas—Courthouse.—The courthouse mentioned elsewhere as burned will be rebuilt. Address the county clerk.

Galveston, Texas—Depot.—Sealed bids will be opened December 31 for the erection of the depot for the Gulf, Colorado & Santa Fe Railroad at Galveston, Texas; bids to include elevator, electric wiring, generating plant, heating, plumbing, train shed and express building, etc. Plans may be seen at office of C. F. W. Felt, chief engineer. Address proposals to George Sealy, trustee, Galveston.

Greenville, S. C.—Store.—Stradley & Barr will build a store building.

Knoxville, Tenn.—Sanitarium.—C. W. Steele, president of the Dixie Mineral Water Co., is endeavoring to organize a company for the purpose of erecting a sanitarium, to be run in connection with the above-mentioned company.

Macon, Ga.—Warehouse.—The Armour Packing Co. has had plans prepared for the erection of a new building at a cost of \$15,000. The size will be 180x80 feet.

St. Augustine, Fla.—Church.—Plans are under consideration for the erection of a new edifice by the Trinity Church at a cost of not less than \$50,000. Rev. C. M. Sturges, pastor, can be addressed for information.

Wheeling, W. Va.—Warehouse.—The Vance Shoe Co. will build a five-story building. Franzheim, Glesey & Faris will prepare plans.

RAILROAD CONSTRUCTION.

Railways.

Belington, W. Va.—It is reported that the company building the Roaring Creek & Charleston road expects to complete it by

April 1, 1897. It is to be built between Belington and Womelsdorf, twenty miles. Caldwell & Dayton, of Grafton, W. Va. (reported address), are contractors.

Carondelet, Mo.—A company has been formed to build an electric road from Carondelet to Morse's Mills. The line will be forty miles long.

Greensboro, N. C.—It is reported that the Southern Railway Co. has again taken up the matter of building additional track on its North Carolina division between Greensboro and Salisbury, and that work will begin at an early date. C. H. Hudson, 1300 Pennsylvania avenue, Washington, D. C., is chief engineer.

Gulfport, Miss.—It is stated that the Gulf & Ship Island road may be extended from Hattiesburg, its present terminus, to Pontotoc, Miss. The distance is about 200 miles. [Pontotoc is the southern terminus of the Gulf & Chicago road, which would give the Gulf & Ship Island a northern connection. S. S. Bullis, at Gulfport, is general manager.—Ed.]

Henrietta, Texas.—It is announced that work has begun on the Chicago, Weatherford & Brazos Valley road between Millsap and Henrietta. W. A. Squires, at Mineral Wells, Texas, is president of the company.

Jefferson City, Mo.—It is stated that a company has been formed to build an electric line from Jefferson City to a point across the Missouri river. It will be used for freight purposes.

Manchester, Va.—It is stated that a company is to be organized to construct a railroad from the coal deposits at Midlothian to Manchester. The distance is about fifteen miles.

Memphis, Tenn.—It is reported that H. L. Brinkley and others are promoting a plan to extend the Little Rock and Memphis from Little Rock, Ark., to a connection with the Choctaw, Oklahoma & Gulf road at Wister Junction, and that Shelby county will be asked to vote on a bond issue of \$1,000,000 in aid of this project. The extension will be 175 miles long.

Monett, Mo.—A company has been formed to construct an electric road from Monett to Pierce City, seven miles distant. It is called the Pierce City & Monett Electric Railway Co.

River Falls, Ala.—It is reported that a Pennsylvania syndicate will build a railway thirty miles long to a connection with the Louisville & Nashville system. The road is to extend to a tract of timber land owned by the Dunham Lumber Co. Among those interested are said to be Joseph Bennett and President Searight, of the First National Bank of Uniontown, Pa.; also L. W. Doty, H. F. Seanor, T. F. McCann and Lucien Clawson, all of Westmoreland county, Pennsylvania.

San Antonio, Texas.—The San Antonio & Gulf Shore road has been taken out of the receiver's hands, and, it is reported, is to be extended twelve miles at once. Henry Terrell has been appointed manager, and Oscar Bergstrom, trustee, for the present owners.

Walterboro, S. C.—The Walterboro & Western road has been completed to Ehrhardt, S. C. The line is now in operation for twenty-six miles. J. R. Stokes is president, and W. G. Raysor, vice-president of the company.

Wilmington, N. C.—It is reported that the directors of the Atlantic Coast Line have decided to build the extension recently surveyed from Washington to New Berne, N. C. John R. Kenly, at Wilmington, is general manager.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Air Compressor.—W. W. Wagner, Brownsville, Tenn., wants to buy a good cheap air compressor.

Baling Presses.—The Avon Mills, Gastonia, N. C., wants to correspond with builders of

cotton-waste baling presses; size to be that of regular cotton bale.

Boiler and Engine.—See "Telephone Machinery."

Boiler and Engine.—T. W. Dowda, Tate, Ga., is in the market for a twelve or sixteen horse-power engine and boiler, with all fixtures complete, to operate saw mill; must be on skids.

Boilers and Engines.—See "Electric-light Plant."

Cable and Windlass.—See "Elevating Apparatus."

Chewing-gum Factory.—W. B. Bell, Elkin, N. C., wants estimates on cost of small chewing-gum factory.

Cotton Gin.—James F. Sealey, Coleman, Ga., will want to buy cotton-gin equipment.

Electric-light-plant Equipment.—The Jacksonville (Fla.) Electric Light Co. is soon to buy new machinery, and Parker & Bullard, North Attleboro, Mass., are purchasing agents for it. Estimates and specifications will be received by the latter for two 300 horse-power compound engines, to work under 125 to 150 pounds of steam; two 500 horse-power internally-fired high-pressure boilers, with large furnaces for burning wood; also stacks; one 600 horse-power surface condenser, two independent air pumps of 300 horse-power each, two centrifugal pumps capable of handling circulating water at ninety degrees for above, eighty feet of shafting, with clutch pulleys and stands.

Electric Motor.—Wm. H. Bixler, Hagers-town, Md., wants a second-hand electric motor, one-half to one and one-half horse-power. State lowest price and condition.

Electric Pump.—See "Pump."

Elevating Apparatus.—W. A. Henderson, Montgomery, Ala., wants to buy a seven-eighths-inch wire cable 600 feet long and a windlass for raising and lowering same; wants windlass so geared that one man can manage it.

Elevator.—Proposals will be opened January 15 for placing an electric passenger elevator in postoffice building at Fort Worth, Texas. Address W. M. Alken, supervising architect, Washington, D. C. (See advertisement in Manufacturers' Record.)

Heating Apparatus.—Board of supervisors of Pulaski county, Pulaski, Va., wants estimates on heating plant for courthouse of twenty-two rooms and three halls; will require guarantee that five pounds of steam will heat the building. Address L. S. Calfee for further particulars, enclosing stamp.

Ice Plant.—Traverse A. Read, Corinth, Miss., is in the market for a five-ton ice plant; second-hand machine in good condition will do.

Iron-working Machinery.—A. G. Whitfield, Fitzgerald, Ga., wants catalogues and price-lists of second-hand iron and woodworking machinery.

Knitting Machinery.—W. D. Caulfield, Gloster, Miss., wants to correspond with makers of knitting machinery.

Machine Tools.—See "Telephone Machinery."

Machine Tools.—A. G. Whitfield, Fitzgerald, Ga., wants catalogues and price-lists of second-hand lathes for carriage stock.

Mining Machinery.—The Soddy Coal Co., Soddy, Tenn., will buy cages, drum and brake for drop coal shaft.

Piping.—The Columbus Water Works Co., Columbus, Ga., J. G. Beasley, secretary, will want six and eight-inch piping and fire hydrants.

Pump.—The Columbus Water Works Co., J. G. Beasley, secretary, Columbus, Ga., will want an electric pump.

Railway Equipment.—The Durham & Charlotte Railroad Co., Frank D. Jones, superintendent, Glendon, N. C., may need some rails soon.

Rope-making Machinery.—H. H. Evans & Co., Greensboro, Ala., want prices and information on machinery for rope-making.

Shredding Machinery.—John W. Rose, 141 North Warren street, Trenton, N. J., wants catalogues of machinery for shredding codfish.

Springs.—J. W. Skelton, Daytona, Fla., wants to buy elliptical springs.

Telephone Machinery.—D. H. Ledbetter, Cordele, Ga., will want press for sheet metal for stamp work, a drill press, automatic engine lathe, upright engine with boiler, or possibly gasoline engine.

Woodworking Machinery.—A. G. Whitfield, Fitzgerald, Ga., wants catalogues and price-lists of woodworking machinery.

Woven-wire Machinery.—J. J. Mallonee, Charlotte, N. C., wants to correspond with manufacturers of woven-wire mattress machinery.

TRADE NOTES.

Sprout, Waldron & Co., Muncy, Pa., have recently closed contract with Blydenburgh Bros., Smithtown, Long Island, N. Y., for a complete 25-barrel mill.

In one of the new buildings of the Ludlow Valve Manufacturing Co., Troy, N. Y., the Berlin Iron Bridge Co., of East Berlin, Conn., is erecting a runway for a 20-ton electric traveling crane. The crane has a clear span of fifty-five feet, and the length of the runway is 160 feet. The track on which the crane runs is supported by heavy columns and girders of steel.

Announcement is made that on January 1 the Globe Iron Roofing & Corrugating Co., Cincinnati, Ohio, will remove its offices and warehouse, now located in that city at 232 and 234 East Front street, to Newport, Ky. Its mail address, however, will remain as heretofore at Cincinnati. At Newport is located the corrugating works of the company. Its entire plant and buildings cover eight acres of ground. As a manufacturer of steel and galvanized roofing and siding the company is in the front rank for magnitude.

The Bethlehem Iron Co., of South Bethlehem, Pa., has recently invaded a new field with its hollow-forged shafts. It has been introducing them on the Mississippi and Ohio rivers for stern-wheel steamers. Last week the company closed a contract with the Pittsburgh & Cincinnati Packet Line, of Cincinnati, Ohio, for a hollow-forged nickel-steel oil-tempered shaft thirty-eight feet nine inches long, fourteen inches outside diameter, with a seven-inch hole running through it. Such a shaft is 3500 pounds lighter and three and one-half times stronger than the shaft which ordinarily would be placed in such a vessel, which would be made solid of wrought iron. This shaft goes into the new vessel which this concern is having built at the Cincinnati Marine Railway, of Cincinnati, Ohio. The Bethlehem Iron Co. also sold a shaft recently to C. Jutte & Co., of Pittsburgh, Pa., through Shook, Anderson & Co. It is arranging to put a similar shaft into the new steamer which the Mississippi Valley Packet Co., of New Orleans, La., will shortly have built.

Wide-awake business men will read with interest a report by insurance authorities relative to a fire in the buildings 214 to 220 Avenue C, New York city, occupied by Levy Bros., cigar manufacturers. The report is as follows: "A fire occurred on the third floor (stripping department) about 1.15 P. M. Sunday, the 13th inst. This is a five-story and basement brick building of ordinary construction, equipped with automatic sprinklers of the Manufacturers' 'non-corrosive' type, the same being installed by I. Tanenbaum, Son & Co. during August, 1893. The water supply for the sprinklers consists of an 8000-gallon gravity tank, located above the main roof, and an outside steamer connection suitable for the New York fire department to connect their hose to same. The fire originated in a small closet adjoining a partition in the central part of room, and was probably caused by spontaneous combustion. The watchman was notified by the sounding of the alarm and falling water from a sprinkler, and on investigating found that one sprinkler above the closet was in operation and had promptly extinguished the fire. The sprinkler performed its work in an admirable manner, and but for the prompt working of the same the damage to building and stock would have been heavy, if not a total loss. The damage to fixtures was trifling. Water dripping from the sprinkler to the lower floor damaged eight cases of tobacco and about 2000 cigars. I have placed a new sprinkler in position and again turned the water into this section. The tank has been filled and the system is now in working order."

The raised ring sawdust grate bars manufactured by the Southern Log Cart & Supply Co., Mobile, Ala., possess advantages that merit close study. These bars are made of the best quality iron. Each and every bar is perfected with care. The idea of raised rings is a valuable one, and manufacturing concerns throughout the country have readily seen their advantage, not only for sawdust, but where soft coal is used. These bars are made in all sizes, and while the manufacturers recognize their utility with a view to their general introduction, prices are kept at a low figure. In point of price they are said to be as cheap as any other bar. It will be to advantage to cor-

respond with the Southern Log Cart & Supply Co., which poses as manufacturer of good things and as dealer in railway and mill supplies. In addition to manufacturing grate bars, it also manufactures long link steel conveyor chain suitable for log hauls and slab conveyors. This chain is made from the best steel that can be purchased for the purpose. Each and every link is made over a former to insure a fit for the sprocket wheels on which this chain is used. The company has made a reputation for this chain. It also manufactures "Salvator" babbitt metal, which is claimed to be not only as good, but better than any babbitt metal on the market, and the celebrated "Zelnicker" ring and chain dogs, which are undoubtedly invaluable for rafting logs. Black and galvanized shingle bands, log carts from six to ten feet in diameter, log-cart rollers, axles and steel dry-kiln trucks are among this company's specialties. As dealer in railway and mill supplies, it carries a large stock, and aims to be one of the best-posted all-around supply and construction companies in the Southern States.

TRADE LITERATURE.

A heavy cardboard calendar comes from the Battle Creek Steam Pump Co., Battle Creek, Mich.

A useful desk calendar for memorandum purposes has been issued by Samuel H. French & Co., York avenue, Fourth and Callowhill streets, Philadelphia, Pa.

Modern Marine Machinery.

Complete outfits in either single or twin screw, side or stern paddle wheel machinery, built by Marine Iron Works, No. 9 Dominick street, Chicago. Catalog free.

Change for the Better.

Among the improvements that will be made on the B. & O. is a radical change in the running of passenger trains. General Manager Greene has been investigating this matter for some time, and contemplates changing the number of cars per train so that they can make better time going up the heavy grades, and as a consequence will not run so fast coming down. Now that the track has been placed in a first-class condition and new motive power purchased for the passenger trains, Mr. Greene is of the opinion that, by equalizing the weight of the trains, a trip over the B. & O. will be made very pleasant.

Straightening the Track.

One of the worst places on the B. & O. for curves has been between Tabb's Station and Myers Hole, a few miles west of Harper's Ferry. Recently, however, the company has appropriated \$80,000 to straighten the track at this point. The present grade is 8 per cent., and the maximum curvature five degrees, with a number of reversions. A new line has been run with a grade of ten feet per mile and a maximum curvature of three degrees, with long tangents. The contractors have already begun the work, but it will take several months yet to complete it. In grading, about 120,000 cubic yards of material will be removed, and the arch culvert at Myers Hole will have to be extended with iron pipe. The material to be removed consists of clay and limestone rock in pockets and small ridges.

Reduced Rates to Washington on Account of the Inauguration via Pennsylvania Railroad.

For the benefit of those who desire to attend the ceremonies incident to the inauguration of President-elect McKinley, the Pennsylvania Railroad Co. will sell excursion tickets to Washington, March 1, 2, 3 and 4, valid to return from March 4 to 8, at the following rates: From New York, \$8; Philadelphia, \$5.40; Baltimore, \$1.60; Harrisburg, \$5.06; Williamsport, \$8.79; Buffalo, \$11.20; Rochester, \$10.48; Altoona and Pittsburg, \$10, and from all other stations on the Pennsylvania system at reduced rates.

This inauguration will be a most interesting event, and will undoubtedly attract a large number of people from every section of the country.

The magnificent facilities of the Pennsylvania Railroad make this line the favorite route to the national capital at all times, and its enormous equipment and splendid terminal advantages, at Washington make it especially popular on such occasions.

C., H. & D. 1000-Mile Tickets Only \$20.

Are good on the following railroads: Louisville, New Albany & Chicago; Michigan Central between Toledo and Detroit; Terre Haute & Indianapolis; Peoria, Decatur & Evansville; Indiana, Decatur & Western; N. Y., P. & O. Div. Erie; Dayton & Union; Findlay, Ft. Wayne & Western; New York, Chicago & St. Louis; Toledo, St. Louis & Kansas City; Balto. & Ohio west of Pittsburg and Benwood, and between Pittsburg and Wheeling; also between Indianapolis and Washington, D. C., via Cincinnati and Parkersburg, for continuous passage; B. & O. Southwestern; Cleveland Terminal & Valley; Pittsburg & Western; Columbus, Hocking Valley & Toledo; Cleveland, Loraine & Wheeling; Chicago & Southeastern; Wheeling & Lake Erie; Columbus, Sandusky & Hocking; Pittsburg, Shenango & Lake Erie; Cincinnati, Jackson & Mackinaw; Ohio Central lines; Cleveland, Canton & Southern; Ohio Southern; Lima Northern; and will be accepted in payment for excess baggage, also for seats in the C., H. & D. Ry. Parlor Cars, and for Bridge Tolls into St. Louis.

Holiday Tour to Old Point Comfort, Richmond and Washington.

For the approaching mid-winter vacation season the Pennsylvania Railroad Co. has arranged another of its annual holiday tours to Old Point Comfort, Richmond and Washington. The great popularity of these tours in past seasons attests the high estimation in which they are held.

Old Point Comfort as a fashionable winter resort, and as a point of historic interest, needs no introduction to the traveling public; nor does Richmond, the one-time capital of the short-lived Confederacy. Washington, always attractive, will be made peculiarly so by the festivities of the holiday season.

Tour will leave New York and Philadelphia, Saturday, December 26. Rates, returning via Richmond and Washington, \$35 from New York, \$33 from Philadelphia; returning direct, \$16 from New York and \$14 from Philadelphia. Proportionate rates from other points.

For tickets, itineraries and other information, apply to ticket agents, special booking offices, or address Geo. W. Boyd, assistant general passenger agent, Broad Street Station, Philadelphia.

Tours to Florida.

No district in America presents during the winter season so many varied attractions as the State of Florida. Besides its delightful climate, which to one escaping from the cold and unhealthful changes of the North seems almost ethereal, it is pre-eminently a land of sport and pleasure. Along its 1100 miles of salt-water coast and in its 1200 freshwater lakes are fish of almost every conceivable variety, from the migratory tribes common to Northern waters to the tarpon, pompano and others of a more tropical character. Nowhere in all our broad land can the angler find a greater variety of game or better sport.

Here also the most enthusiastic hunter finds satiety. Deer, turkeys, bears, panthers and wild cats roam at large through the more sparsely settled regions, while birds of all kinds may be found in abundance throughout the State. The more novel sport of alligator and manatee hunting may also be indulged in by the more adventurous tourist.

With its matchless climate, its orange groves, its rivers and lakes, its boating and bathing, its fishing and hunting, and its extensive forests, Florida presents unrivaled attractions for the valetudinarian, the lover of nature, the sportsman and the explorer.

To this attractive State the Pennsylvania Railroad Co. has arranged four personally-conducted tours during the season of 1897, leaving by special train January 26, February 9 and 23, and March 9. The first three tours will admit of a sojourn of two weeks in this delightful land; tickets for the fourth tour will be valid to return until May 31 by regular trains.

Rates for the round trip, \$50 from New York, \$48 from Philadelphia, and proportionate rates from other points.

For tickets, itineraries and other information, apply to ticket agents, special booking offices, or address Geo. W. Boyd, assistant general passenger agent, Broad Street Station, Philadelphia.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for the following page.

Efforts to Secure a Constitutional Convention in Alabama.

The present constitution of Alabama was adopted about twenty years ago when the State had just succeeded in getting from under the control of the carpet-bag element. In the light of the great burdens imposed upon the State by swindling carpet-bag rule a provision was inserted which is now proving of great disadvantage to the State.

Under the constitution as it now stands it is impossible for any community to increase its taxes beyond a specified point. Because of this such cities as Birmingham and Anniston, whose people are anxious to meet to the utmost every requirement of their obligations, have had some difficulty in doing so. They have reduced the expenses of their city governments to the lowest possible point; they would gladly increase their taxes, but the constitution forbids it, and they are thus handicapped without any immediate recourse. This is illustrated in the case of Anniston, in which, owing to the general depression in business, the income of the city dropped from \$75,000 in 1890 to \$35,000 in 1895. Expenses based on an income of \$75,000 cannot, of course, be met promptly when the income drops to \$35,000. No business community more thoroughly appreciates the importance from every point of view of promptly meeting financial obligations than Anniston, and yet there are some things that are impossible. The people of Anniston, through the city council and a citizens' committee, have endeavored to make some arrangement to carry all indebtedness without any default until returning prosperity increases the city's income. The extent to which the effort to reduce expenses has been carried is illustrated in a letter issued some months ago by Mr. F. M. Hight, mayor of Anniston, in which he said:

"Our efforts have been directed earnestly in the work of reducing expenses. The mayor now discharges, in addition to the duties strictly belonging to his office, the offices of recorder or judge of the police court, plumbing inspector, city engineer, building inspector, director of street work and general roustabout. His salary is \$1200 per year. We have between twenty and twenty-five miles of graded streets, twelve miles of sanitary sewers and only one white man and two half-grown negroes on the street payroll. We have only one trash cart and four scavenger carts; the drivers are paid seventy-five cents per day.

"We have four policemen, the force having been reduced from sixteen men to that number. We have only two fire hose carriages and two paid drivers. We make no debts for improvements, and do nothing in the way of repairs that is not absolutely essential to protect the city from damage suits.

"Our contract for street lighting has been cut down from \$6000 per annum to \$3600, and in all departments the effort has been to cut down expenses. It is now impossible to further reduce the expense unless we abandon our city organization."

The city council of Anniston has taken the lead in the effort to call a constitutional convention, in order that such

cities as Anniston, Birmingham and others may not be so limited in the matter of taxation as to be unable to meet their obligations. On December 10 the city council passed a set of resolutions pointing out the injustice of the present constitution, and urging that by public meetings and all other lawful agitation the business people of the State bring such pressure to bear upon the present general assembly as to secure a constitutional convention.

The Manufacturers' Record feels sure that the people of Anniston and of other towns similarly situated are just as anxious to meet their financial obligations to the utmost as bondholders can be to receive their money. A little patience and forbearance, having in mind the exceedingly severe depression through which the country has passed, and this constitutional stumbling-block will be to the profit of bondholders, as well as of the various communities thus situated.

Thirty Per Cent. in One Year.

At the last meeting of the board of directors of the Bank of Biloxi, Miss., a semi-annual dividend of 10 per cent. was declared and 5 per cent. passed to the surplus fund, making the latter \$4000. This makes 20 per cent. that has been paid in dividends and 10 per cent. added to the surplus during the year, making a total earnings of 30 per cent. during the year. John Walker is president; H. T. Howard, vice-president; G. Edward Park, cashier, and John Carraway, assistant cashier.

New Corporations.

Parties in Georgetown, Texas, are considering the idea of opening a bank in that city.

The South Carolina Loan & Insurance Co. has been incorporated at Columbia, with \$10,000 capital, by F. M. Mixson and others.

New Securities.

The North Carolina Mutual Fire Insurance Co. has determined to change its title to the "Piedmont Fire Insurance Co." and to increase its capital to \$100,000.

Dividends and Interest.

The Petersburg Railroad Co. has declared a dividend of 3½ per cent.

The New Orleans Gas Co. has declared a dividend of 4 per cent., semi-annual.

The Richmond & Petersburg Railroad Co. has declared a dividend of 3½ per cent.

The Northern Central Railway Co. has declared a semi-annual dividend of 4 per cent.

The Times-Democrat Publishing Co. of New Orleans has declared a dividend of 10 per cent.

The Old Dominion Steamship Co. has declared a dividend of 3 per cent. for the past six months.

The City Passenger Railway Co. of Baltimore has declared a dividend of 5 per cent., semi-annual.

The Brush Electric Light Co., of Savannah, has declared a dividend of \$3 per share, semi-annual.

The Georgia Southwestern Railroad Co. announces a dividend of 2½ per cent., payable January 5, 1897.

The Eufaula (Ala.) Cotton Mill Co. has declared a dividend of 3 per cent. for the last six months and added \$2000 to its surplus.

The Citizens' Bank of Savannah, Ga., has declared a dividend of \$3 per share.

The Chatham Bank, of Savannah, Ga., has declared a semi-annual dividend of 3 per cent.

The Baltimore Traction Co. has de-

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ciared a dividend of 1½ per cent. from its earnings. The last report of the company shows that by comparison with last year's figures the increases under the various heads were as follows: Gross earnings, \$88,010; operating expenses, \$48,25; net earnings, \$83,184; fixed charges, \$32,489; net income, \$50,695. After the payment of the dividend there will, according to the statement, still remain in the treasury \$90,832, or more than half of the net income for 1896.

"Tobacco in Song and Story," compiled by John Bain, Jr., comes to us from the press of Arthur Gray & Co., New York city. This little volume is a most entertaining one, and will appeal to every user of the soothing weed, no matter whether he is the princely smoker of 25-centers, or of the lowly clay "hod." It is intended to be a book of good fellowship, in which all smokers are free and equal, and it is composed of short stories, poems and some facts about the narcotic plant's history, but no uninter-

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esting scientific treatises. The book comes finished in the best mechanical style, of handy size, and is enclosed in a pasteboard box made in imitation of cigar-box wood.

The report of the State farms of North Carolina for the year shows a surplus of \$40,000 from the work of the convicts. Had the farms on the Roanoke river not been damaged by freshets, it is estimated that the total surplus would have been \$100,000. The State of North Carolina seems to furnish another instance of the success of working convicts in the fields.

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Suppose you write for particulars about

THE BIG UNION MINING CO

This company owns and is now opening up rich gold mines in the famous Leadville Gold Belt of Colorado. The officers and stockholders of the company are not speculators but are well-known conservative business men. Here are some of them:

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W. T. O'Brien, of the American Tobacco Co., Durham, N. C.
Stephen H. Emmens, Pres. of the Mining and Industrial Exchange, New York City.
R. E. Lyon, of Baltimore, Md.
Geo. C. Schuermann, of Baltimore, Md.
L. D. Hearst, Cashier First Nat'l Bk. Durham, N. C.
H. B. Tilden, of Baltimore, Md.

The stock of this company has been listed on the New York Mining and Industrial Exchange. The office of the company is at 349 Equitable Building, Baltimore, Md.

The treasury stock now being offered affords an investment opportunity that is well worth looking into.

The Big Union Mines, the property of this company, lie on the same contact vein with the most noted of the great Leadville mines. One of these the "Little Johnny" is the greatest gold mine in Colorado and perhaps in the world. Its present output is about \$300,000 per month. It paid last year \$1,000,000 in dividends and is now paying monthly dividends of \$100,000 to \$200,000.

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Alabama Bridge & Boiler Co..... 9	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Gillette-Herzog Mfg. Co..... 27		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Merriam, G. & C., Co..... 37	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
Alber & Byrne..... 6	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Ginsburg, R. L., & Sons..... 24		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Middendorf, Oliver & Cr..... 371	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
Albro, E. D., Co..... 24	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Glascock & Co..... 8		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Miller Gas Engine Co..... 17	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
Allen Anti-Rust Mfg. Co..... 21	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Glen Cove Machine Co., Ltd..... 26		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Milner & Kettig Co..... 33	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
Allentown Hardware Co..... 8	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Glenwood Avenue, 2405..... 21		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Minnigerode, Wm..... 24	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
Alexnader Bros..... 11	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Glidden Specialty Supply Co..... 40		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Mitshkun, M., & Co..... 24	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
Allfree, J. B., Mfg. Co..... 9	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Glover, E. A., Manager..... 37		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	More, Jones & Co..... 8	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
Aising, J. R., Co..... 18	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Golden's Foundry & Machine Co..... 24		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Morganton Land & Improvem't Co..... 21	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
American Bonding & Trust Co..... 371	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Goubert Mfg. Co..... 17		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Morse, Williams & Co..... 10	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
American Cotton Oil Co..... 32	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Grand Rapids Carved Mould'g Co..... 1		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Mundt & Sons..... 18	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
American Engine Co..... 16	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Grandy Bros. & Co..... 19		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Munson Bros..... 19	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
American Screw Co..... 40	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Graves Elevator Co..... 10		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Murphy, John, & Co..... 9	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
American Ship Windlass Co..... 24	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Gregory Co., C. E..... 23		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Murray, Douglas & Co..... 31	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
American Supply Co..... *	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Guilbert, John C. N..... *		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Murray, James & Son..... 18	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
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Ames Iron Works..... 14	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		H.....		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	National Pipe Bending Co..... 17	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
Apollo Iron & Steel Co..... 20	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Haines, Jones & Cadbury Co..... *		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	New Atlantic Hotel..... 33	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
Aragon Hotel..... 33	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Hales & Ballinger..... 6		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Newburg Ice Mch. & Engine Co..... 15	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
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Asbrand, C. W..... 29	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Harris, Wm. A., Steam Engine Co..... 25		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Newport News Shipbuilding & Dry Dock Co..... 17	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
Atkins, E. C., & Co..... 26	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Hartford Steam Boiler Inspection & Insurance Co..... 33		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	New York Equipment Co..... 24	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
Atkins, Jos. L..... 8	Baldwin Locomotive Works..... 13	Campbell & Zell Co..... 15	Davis Kelly & Co..... 24	Electrical Supply & Telephone Co..... 39	Fifield Tool Co..... 12, 23		Hartley's Boiler Works..... 15		Johnson Tool Co..... 9	Kilburn, Lincoln & Co..... 30	Leffell, James, & Co..... 14	Marion Hotel..... 33	Niagara Stamping & Tool Co..... *	North American Metaline Co..... 9	Pease, F. M..... 31	Queen City Supply Co..... 10	Record Printing House..... 37	Shawhan-Thresher Electric Co..... 39	Sixth, S. B., & Son..... 40	Union Works Co..... 24	Van Noorden, E., & Co..... 6	Wheeler, W. B. Smith, & Co..... 6			
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